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05

INTIMATIONS

Ten Victor Records



which should be in every home

Another group of ten records which are among the favorites in the Victor Record catalog.

35417	Henrietta—Valse Hesitation...	Victor Band
17311	Flame of Love	Concert Orchestra
17311	Cavalleria Rusticana—Intermezzo	Concert Orchestra
17311	Tales of Hoffman—Barcarolle	Concert Orchestra
17311	Rose of my heart	Song
17311	Where my caravan	Song
17476	Wedding of the Rose—Intermezzo	Conway's Band
17476	Rendezvous—Intermezzo	Victor Orchestra
86075	Tosca—Vissi d'arte	Song
86376	Dreams of long ago	Song
86479	Angels Serenade	Song
84424	Tramperi	Violin
84424	Who Knows?	Song
80002	Stop your tickling, Jack	Harry Lauder

EXCLUSIVE AGENTS:

MOUTRIE'S.

[30-3]

HOUSES TO LET

TO LET.

SHAMEEN, CANTON.

ONE PRIVATE FLAT in BOMANJEE BUILDING, Four Large Airy Rooms, completely FURNISHED. Conspicuous Verandah and Furnished Bathing with HOT and COLD Water, Electric Lift. Suitable for a Married Couple or Two Bachelors.

Apply to—

Mr. A. BRUYANT,
BOMANJEE BUILDING,
Flat No. 31,
SHAMEEN.

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co. Ltd.

Apply to—

CHINA FIRE INSURANCE CO., LTD.

TO LET—FURNISHED.

May to August.

"MODREENAGH EAST" 41, PEAK, Garden, 5 minutes from Tram.

Apply to—

LINSTEAD & DAVIS.

TO LET.

A HOUSE in Observatory Villas with Tennis Court.

Apply to—

ARRATON V. APCAR & Co.

TO LET—FURNISHED.

LA HACIENDA WEST, 73, THE PEAK, from Middle May to the end of August.

Apply to—

W. MURRAY SCOTT.

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OFFICES in SECOND FLOOR, QUEEN'S BUILDINGS, reasonable rent.

Apply to—

THE UNION TRADING CO.

TO LET.

OFFICES in Princess' Building.

Apply to—

SHEWAN, TOMES & Co.

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 2 Bath Rooms, Servants' Quarters, etc. Vacant 1st November.

Apply to—

DEACON, LOCKER, DEACON & HARBSTON.

TO LET.

NO. 6, MOUNTAIN VIEW, PEAK.

ONE FURNISHED FLAT in Deaconsfield Arcade, for 6 to 8 months, from 1st June, 1916.

"MODREENAGH EAST" 41, PEAK, Furnished. May to August, 5 minutes from Tram.

4-ROOMED FLAT to let at the PEAK, KELLET GUEST, 66, PEAK.

NO. 141, WANCHAI ROAD, Large and Spacious Garden.

"SHORNCLIFFE" Garden Road, to let Furnished, 6 Rooms.

"WOODBURY" No. 4, Hankow Road, Kowloon, from 1st May, 1916.

"GLENSHIEL" No. 141, Plantation Road, Peak, from 1st November, 1916.

HASTING, Austin Road, Kowloon.

NO. 6, BELLIOS TERRACE, with entrance on Conduit Road.

ONE GODOWN, No. 8 Burrows Street, Wanchai.

TWO GODOWNS, in Duddell Street, No. 2, DES VEAUX VILLAS, 51, PEAK, (Unfurnished).

NO. 58, THE PEAK (CAMERON VILLAS), Apply to— LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings.

TO LET.

For June, July, August.

NO. 120, THE PEAK, FULLY FURNISHED FOUR ROOMS, Electric Light, Hot and Cold Water laid on.

For particulars apply to—

No. 121, Care of "Daily Press" Office.

TO LET. OFFICES, 5, Duddell Street.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

TO LET. NO. 4, DES VEAUX ROAD CENTRAL, First Floor.

THE COMMODIOUS DWELLING HOUSE with Office, Servants' Quarters, etc., No. 14, SHAMEEN, CANTON, from 1st June, at present in the occupation of the Imperial Russian Consulate.

"FAIRVIEW" No. 1, Robinson Road, comprising 9 ROOMS, ample Servants' Quarters, and Gardens.

Apply to— DAVID SASSOON & Co., Ltd.

TO LET. A HOUSE in Kowloon Terrace.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

TO LET. FURNISHED, a FOUR-ROOMED HOUSE, on Mount Fushan, Wanchai, for six months. Electric Light and Telephone installed.

Apply to— D. V. STEVENSON, Care of DEACON, LOCKER, DEACON & HARBSTON.

TO LET. OFFICES, 2nd Floor, St. George's Building.

Apply to— SHEWAN, TOMES & Co.

TO LET. TWO ROOMED FLATS in Nathan Road, Kowloon.

THREE ROOMED FLATS in Humphrey's Buildings, Kowloon.

FOUR ROOMED FLATS in May Road with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate Possession.

FOUR ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

Apply to— HUMPHREYS ESTATE & FINANCE CO., LTD.

TO LET. OFFICES at 2, Connaught Road.

OFFICES in King's Buildings, Conduit Road.

NO. 1, HILLSIDE, THE PEAK, GODOWNS, at Wanchai.

NO. 1, 2 and 2, WEST END TERRACE, CANTON.

Apply to— THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

FOR SALE. RICHMOND HOUSE, No. 145, Barker Road.

Also, "DUNOTTAR" No. 81, Aberdeen Road, HASTINGS & HASTINGS, Solicitors.

FOR SALE. JUNK Yacht "FLORA."

For particulars apply to— REAR-ADMIRAL ANSTRUTHER.

SHIPPING NOTES.

SHIPPING NOTES.

"IDE-MARU'S" SAFE ARRIVAL AT HONOLULU.

Considerable anxiety has been felt regarding the fate of the Japanese steamer *Ide-maru*, 4,543 tons. The vessel left Seattle on February 23rd for Vladivostok with enough coal to last for 36 days. She should have reached Vladivostok on March 23rd at latest, but no news of her came to hand until about a week ago, when the *Katanda Shokun* of Kobe, received a cable from Honolulu reporting her safe arrival.

It appears that the *Ide-maru* was caught in a severe storm early in March, and her rudder was carried away when she was off the coast of Alaska on March 8th. Part of her cargo had to be jettisoned, a jury rudder was rigged, and the crippled vessel managed to make Honolulu five weeks after the accident.

It will be necessary to discharge part of the cargo at Honolulu, where the necessary repairs will be made.

The *Ide-maru* was built in England in 1889, and was formerly known as the *Cardiganhire*. The ship was chartered to Masuda Shokun, of Yokohama, and the latter sub-chartered her to an American firm.

NEW ELECTRIC LAMP.

IMPORTANT BRITISH ADDITION TO SCIENCE OF LIGHTING.

It is among the misfortunes of war that one of the most promising improvements in the science of electric lighting, and perhaps the greatest standing to the credit of a British inventor since the introduction of the carbon filament lamp by Swan in 1880, should so far have passed practically unnoticed by the Press and public, says an Exchange.

This invention is a new lamp, known for the present as the Tungsten "arc incandescent" lamp, developed by the Edison and Swan Company at Ponders End. It is not yet on the market, but was exhibited and discussed at a recent meeting of the Illuminating Engineering Society. The lamp promises nearly all the advantages of the arc lamp, with few, if any, of its disadvantages, and attains a high degree of electrical efficiency. From the point of view of intrinsic brilliancy it shows over twelve times the candle power to the square inch of the drawn-wire lamp and 34 times the brilliancy of the original carbon lamps.

The new lamp, which was introduced to the Illuminating Engineering Society by Professor J. T. Morris, was described by him as an arc in a hermetically sealed glass bulb. The arc is formed between a globe of tungsten and a rod composed of special ionising materials, the globe becoming incandescent, thus forming an approximation to a "point source." From a physical standpoint the lamp behaves like an arc, but, being entirely confined within the glass bulb, does not require manipulation by the operator in any way. The specific consumption is about 0.65 watt per candle, but by firing up the current 0.32 watt per candle can be attained. The globe is filled with an inert gas, such as nitrogen or argon.

THE CANDLE POWER.

The tungsten globe, one-tenth of an inch in diameter, is supported on a bimetallic strip. Immediately above this globe is a rod composed of tungsten and also containing special materials which, when heated by the passage of an electric current, ionize the space between the rod and the ball of tungsten and enable an arc to be struck and maintained. The action of the heat on the bimetallic strip causes the ball to travel slowly across the filament below it, this movement serving as a protection to the ioniser. The arc itself gives practically no light, the candle power of the lamp being centred in the tungsten globe.

Points in favour of this lamp are the absence of any need for regulating mechanism, immunity from risk of fire, a minimum of light loss due to obstruction by electrodes. The light output is greater surface for surface than that provided by the old carbon arc, and the initial cost of production much less than that of any arc lamp on the market. In comparison with incandescent lamps it affords a whiter light even than that of the new famous half-watt lamp. Specimens up to 1,200 candle-power have already been constructed at Ponders End.

The need of such a light for optical work for projection purposes, and even for colour watching has long existed. The difficulty hitherto has been that of providing a point of light of sufficient intrinsic brilliancy. Small arc lamps have been used for photographic enlarging and similar purposes, but the flickering from arc wandering has always been a nuisance. Already the use of the new lamp in motor head lights has been suggested, but the public we imagine, will be thankful that there is no immediate prospect of this experiment.

It is interesting to note that the Tungsten "arc incandescent" lamp is the first purely British development in the recent history of electric lighting. The carbon filament lamp, discovered simultaneously by Edison and Swan, was developed partly in Great Britain and partly in the United States. The first lamp was invented in Germany, and its construction confined almost exclusively to that country. The Tungsten lamp originally came from Germany, whilst the tungsten and half-watt lamps were created partly in Germany and partly in the United States.

A ZEPPELIN'S DOWNFALL.

ENTHUSIASM OF BRITISH POPULACE.

Captain John Pells, of the Danish steamer *Syngdom*, saw the L.15 (which was recently brought down by gunfire during a raid on the English coast) on the surface a mile from Kuntish Knock Lighthouse at 6.15 in the morning. "I left the Tyne on Friday," he said, "and between midnight and 4 a.m., when approaching the Straits of Dover, heard terrific firing in the air. The steamer vibrated from stem to stern. Nearing the lighthouse I saw a great commotion, the huge Zeppelin wreck being surrounded by patrol boats. The Zeppelin was about 700 feet long. She was broken in two, with a great dent in the stern. Evidently she had been often hit. A German emerged from the manhole, crawled along the envelope, sat down, and held up his hands as a sign of surrender. Another did likewise, as the small boats rowed thither. Meanwhile several heads appeared at the manhole. The airship stern was 20 feet above the water, while the forward end was 30 feet above, and floated buoyantly. The engines beneath were entirely submerged. As I left, mine-sweepers were endeavouring to tow the airship. An eye-witness states that the scene was one of the most enthralling he had ever seen. The Zeppelin appeared to be of a larger type than usual. The night was starry, and the huge glimmering shape attracted the attention of hundreds, who left their houses, despite instructions to remain indoors. Searchlights illuminated the Zeppelin from stem to stern. Shells from anti-aircraft guns could be seen bursting round the airship. The Zeppelin was seen to turn round, and make for the coast, evidently in a damaged condition.

The steam trawler *Olivine* (Lieutenant Mackintosh, commander), saw the Zeppelin riding on a smooth sea at 3.30 o'clock in the morning, evidently sinking. The crew were on top of the envelope. As the *Olivine* was approaching the Germans signalled that they were willing to surrender. The trawler's commander hesitated at first, but took them aboard, later transferring them to a destroyer. Of the 18 landed ten were without boots. They were conveyed to the barracks in ambulances, and that is how the report originated that they were wounded. The remainder were marched to the dockyard, strongly escorted by marines. The commander, who is very young, was profoundly dejected, and hung his head throughout. He wore the Iron Cross. All were removed later to a fort.

No doubt that the airship was severely damaged by gunfire, though some eye-witnesses aver that she seemed to be suffering from engine trouble before she was lost sight of when over the land. It is stated that the crew drew lots as to who should remain aboard and destroy the ship, the man selected being himself doomed to destruction. A junior officer was selected. The explosion occurred after the tow began.

Eye-witnesses say there were three airships. The one that was caught in the rays of the searchlights emitted a cloud of thick vapour, in which she tried to dart away, but the searchlights were too quick, and the ship emerged in a blaze of light, divided quickly and dived again into the thick clouds. She lay on her side, apparently thinking she had shaken off the pursuing beams, and audaciously dropping bombs, though it has been suggested that she was anxious to be relieved of the weight. She went off slowly, many searchlights being immediately concentrated on her. The firing then began, the first shots being excellently aimed. The Zeppelin darted into a cloud and out again, then rose almost perpendicularly, and was not seen again. The military later were busy searching for discarded objects, of which there were many, in addition to a machine gun.

There was a striking transformation scene in London on Saturday. During the afternoon half the population were listening or recounting their experiences of the previous evening, when the trains were stopped for several hours and numerous other precautions were taken to baffle the raiders. Many who were marooned in the city did not reach their homes in the west and the great topic was changed magically at 11 o'clock. A rumor was spreading everywhere that a Zeppelin had been brought down. It seemed at first a Fool's Day joke, but the newspapers, by emphasising the official nature of the news, banished scepticism. Then there was the most remarkable outburst of spontaneous delight that has been witnessed in London for a long time, even the newsmen forgetting their stereotyped catchwords, and shouting "Glorious news!" and similar cries. Alderman Sir John Baker, after remaining for some time on the balcony of the Guild Hall, could not help exclaiming that by telling them the news of the great event, the Court applauded. There was the same uncontrolled delight in the provinces, especially in the eastern counties.

A THIRD-CLASS PARLIAMENT.

SOCIALIST CRITICISM IN THE PRUSSIAN DIET.

The passage of arms in the Prussian Diet between the President and the Socialist Deputy Herr Strobel was provoked by the following utterances on the part of the latter:

For two years already the Estimates have been whipped through the House. Our debates have something artificial about them, and our votes seem no more than provisional. Nor can this be wondered at when the world has been transformed into a seething chaos. Let us hope that soon a new and better and more sensible world will come, and that a waste of ruins will not be all that remains. The Prussian Diet is jealous of its rights because, as a "Third-Class Parliament," a Parliament of the ruling class, it cannot allow itself to be dominated by these rights, even in times when certain sections of the people let themselves be lulled to sleep by fine words. The most unbelievable thing that could be imagined is that we in this House should not be allowed to discuss foreign politics and the objects of this war. What Deputies here are not allowed to say is trumpeted abroad in stentorian tones by the *Deutsche Tageszeitung*, the *Rheinische Westfälische Zeitung*, and the *Kölnische Volkszeitung*. A Parliamentary system which allows its centre of gravity to be shifted from the open chamber to the camera obscura of committee is on the downward road. Where are the people who help to prolong the war?

After having been called to order by the President, Herr Strobel exclaimed:— "Where are the people who aggravate the destitution and the misery of the people?" After further rebukes from the chair, Herr Strobel, by the vote of the House, was compelled to resume his seat.

VOLUNTEER RESERVES.

ORDERS BY MAJOR WAKEMAN, O.C. H.K.V.R.

On duty till the morning of Friday, the 5th inst.: H.K.V.R. On duty from the morning of Friday, the 5th inst. to the morning of Friday, the 12th inst.: "A" Co. H.K.V.R. Orderly Officer: Lieut. Thornhill.

PARADES.

Wednesday, 3rd inst.:— Recruits on the Cricket Ground under drill instructor Sergeant Oxberry, at 5.15 p.m. Dress: Drill order. Signalling Section at Vol. Headquarters at 5.15 p.m. Uniform to be worn. N.C.O. class of instruction on the Cricket Ground, at 6 p.m. Dress: Clean fatigues.

Thursday, 4th inst.:— Recruits on the Cricket Ground under drill instructor Sergeant Oxberry, at 5.15 p.m. Dress: Drill order. Machine Gun Section at Wellington Barracks under Lieut. Thornhill, at 5.30 p.m. Dress: Drill order. Mounted Section on the Polo Ground, at 5.30 p.m. under Sergeant G. C. Moxon. Uniform to be worn.

Friday, 5th inst.:— "B" Co. Kowloon Dock and Taikoo Section on the Polo Ground, at 5.30. Remainder on the Road outside the Law Courts, at 5.15 p.m. Dress: Drill order. Signalling Section at Volunteer Headquarters, at 5.15 p.m. Uniform to be worn.

Saturday, 5th inst.:— N7. STRENGTH.

Ptes. A. Gray and Derby are permitted to resign on leaving the Colony.

Pte. M. T. Johnson, having joined, is allotted Corps No. 699 and posted to Platoon No. 1 Company "A" Section.

REVERSION. Lt.-Col. B. D. F. Beith reverts to the ranks at his own request.

APPOINTMENT. Pte. R. W. Bristow is appointed Lance-Corporal.

Pte. G. R. Edwards is appointed Lance-Corporal.

ABSENTEES FROM PARADES. The following absentees without leave from the parade of "A" Co. on Tuesday, the 25th April, with "B" Co. on Friday, the 5th May, at 5.15 p.m., on the road outside the Law Courts, and will also attend recruits parade on the Cricket Ground on Monday, the 8th May, at 5.15 p.m. Dress: Drill order.—Ptes. H. Humphreys, E. W. White, and B. Tanner.

G. K. H. BRUTON, Capt., Adjutant, H.K.V.R.

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LT.-COL. A. CHAPMAN, V.D.

LEAVE. 1.—No. 1932 Sapper Stanley Smith is granted leave of absence from 3rd May, 1916, to 15th June, 1916.

GUARD. 2.—Until further orders the guard will parade at 4.45 p.m. Rain coats may be carried in place of great coats.

PARADES. 3.—Parades for to-day: 7.00 a.m. Signalling Section "C" Class Practice at Headquarters. 5.15 p.m. Civil Service Co.—Company drill at Headquarters.

5.30 p.m. Scouts Co. No. 3 Section—Squad drill at Headquarters.

No. 3 Section (Taikoo) Engineer Co. will parade at 2.30 p.m. on Saturday, the 5th May, at Taikoo Recreation Ground for inspection Marching Order, 150 rounds ball ammunition.

DETAIL. 4.—On duty to-night—Centre Section M. G. Co. On duty to-morrow—Civil Service Co. Orderly Officer—Lieut. Rice.

A. F. CHURCHILL, Capt., Adjutant, H.K.V.R.

HONGKONG POLICE RESERVE.

ROUTE MARCH. Full in at Queen's Statue, Chater Road, at 5.45 p.m. on Friday, May 5th. Uniforms with Hibernia. All units and Patrolmen will attend. Recruits will not attend.

ORCHESTRA PRACTICE. Wednesday, May 3rd, at 6.30 p.m. sharp. Monday, May 8th, at 8.30 p.m. sharp. Thursday, May 11th, at 6.30 p.m. sharp.

MAXIM GUNNERS. Will attend in Uniform at Central Station at 5.30 p.m. on Thursday, May 4th, for the purpose of a demonstration.

The Hon. Captain Superintendent of Police has sanctioned the promotion of Trooper C. H. Kew, Mounted Patrol, to the rank of Sergeant.

F. O. JENKIN, D.S.P. (R.)

The Times Petrograd correspondent says that the new War Minister, M. Shuyayev, speaking to journalists on the necessity of augmenting the supply of munitions, expressed the view that Germany was showing exhaustion and added, "Don't imagine that the war will soon finish. The enemy will force you to fight for a long time yet."

ARE YOU CRUMPLED UP with rheumatism? Then these words are your salvation.

Perhaps you have been told that you cannot be cured. There are thousands who have been told that before you.

They're the ORIENTAL BALM, rubbed it on to the aching parts, the swellings, the twitching drawn up hands and limbs. It stopped the pain. A few more applications and they grew daily better until a complete cure was effected.

LITTLE'S ORIENTAL BALM cures at all times. It is never too late to begin. Sold at 1s. 4d. per bottle.

Agents for Hongkong: Messrs. A. S. WATSON & Co., Ltd.

[79-8]

INTIMATIONS

NOTICE OF REMOVAL.

NOTICE IS HEREBY GIVEN that I have this Day REMOVED my Office to No. 10, DES VEAUX ROAD CENTRAL (1st Floor).

OTTO KONG SING, Solicitor. Dated the 30th day of April, 1916. [634]

NOTICE.

WE HAVE authorized Mr. DALLAS GERALD MERCEUR BERNARD and Mr. BENJAMIN DAVID FLEMING BEITH to Sign our Firm per Procuration from this date. JARDINE, MATHESON & Co., Ltd. Hongkong, 1st May, 1916. [633]

NOTICE.

IT IS HEREBY NOTIFIED that I have this Day established myself as a Broker and SHARE BROKER, and will carry on Business on my own account at this address. E. M. RAYMOND. Alexandra Buildings, Hongkong, 1st May, 1916. [645]

NOTICE.

NOTICE IS HEREBY GIVEN that the Partnership heretofore subsisting between GEOFFREY CHARLES MOXON, JOHN WILLIAM TAYLOR, and EDWARD MAURICE RAYMOND, carrying on Business at Victoria, Hongkong, as SHARE BROKERS under the style or Firm of MOXON & TAYLOR, has been dissolved by the effluxion of time as from the 30th April, 1916, so far as concerns the said EDWARD MAURICE RAYMOND, who has retired from the said Firm. The said GEOFFREY CHARLES MOXON and JOHN WILLIAM TAYLOR will continue to carry on the said Business in Partnership under the same style or Firm of MOXON & TAYLOR.

G. C. MOXON, J. W. TAYLOR, E. M. RAYMOND. Hongkong, 1st May, 1916. [646]

WANTED.

JUNIOR EUROPEAN ASSISTANT for Local Shipping Office. Previous experience desirable but not essential. Apply in writing to— "SHIPPING" Office, Hongkong, 28th April, 1916. [636]

WANTED.

BY a Firm of Exporters, a competent ASSISTANT (Britisher) for Canton, must have had some previous experience and be able to speak Chinese. Apply stating references to— "D. C. H." Care of "Daily Press" Office, Hongkong, 1st May, 1916. [637]

WANTED.

CORRESPONDENCE.

THE INDO-CHINA REPORT.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Sir,—I have read with much interest the letter signed "Deferred Again" in your issue of today's date. Your correspondent has elucidated the accounts in a clear manner, and I am in thorough agreement with his suggestion that the dividend should be greatly increased.

A point which has not been touched upon by "Deferred Again" is the large amount earned on the steamers' working account, namely 2297,855 (over \$3,000,000 at the rate of 1/11th, taken in the accounts). Like "Deferred Again," I am in the dark as to the sums provided for Excess War Profits. He suggests that the tax may be found included in "General Charges." General Charges, forsooth! I think such charges are far from general; in fact, they are very special. It is to be hoped that "General Charges" do not include further bonuses.

I await with interest a reply from the General Managers to your correspondent's question regarding the payment or the profits of commission to them on the profits payable to the Government in the shape of Excess Profits Tax.

If I remember rightly, the account presented in 1901 for 1900 gave 10 per cent. dividend and 4 per cent. bonus on 210 shares, when the profits and prospects were not anything like the present year's account. The dividend for 1914 was 6 per cent. and 3 per cent. on Preferred and Deferred respectively, and was, apparently, justified by reason of 1915 being a promising year, and the small sum of £7,200 was carried forward. Now 1916 is also a promising year, and it is well known that accounts up to date show comparatively better than any equal period in 1915. Therefore there is no reason why a substantial dividend, commensurate with the Balance Sheet cannot be paid. Other Shipping Companies—British owned—have been liberal and just in the matter of distribution of profits and I hope that the "Indo-China" shareholders will get their dues. If the shareholders are denied this, then, in extremis, I suggest the winding up of the Company when the "deferred" shareholders would probably receive on the sale of the fleet approximately \$400 per share.—Yours faithfully,

HOPE DEFERRED.

Hongkong, 2nd May, 1916.

WATER SUPPLY DIFFICULTY.

The old difficulty of providing adequate water supply for conveniences in buildings which are partly used as Clubs was brought up again by Mr. P. W. Goldring at yesterday's meeting of the Sanitary Board. On an application for permission to erect one water closet and one urinal at St. George's Buildings, Mr. Goldring said that the water supply in certain buildings stopped when the lift ceased working. He himself had seen the deplorable circumstances attending this. When he enquired about it, a coolie said "No got lift, no got water!"

The Hon. Mr. CHATHAM said there should be an adequate storage tank. He did not see why there should be any working relation between the lift and the water supply to the conveniences.

The application was deferred pending investigation.

A MAUSOLEUM FOR CHINESE DEAD.

"I think the Sanitary Board has sufficient to do to attend to the health of the living without the burial of dead from China; this application is really for a mausoleum for dead ancestors in China," said Mr. F. B. L. Bowley at the meeting of the Sanitary Board yesterday, on an application for the reserving of three whole terraces in the new Section D, at Mount Caroline Cemetery. Mr. Bowley held that anything which might be construed as a precedent for turning this Colony into a burying ground for people who had never had anything to do with the Colony should be guarded against. The application should be refused.

Mr. GOLDRING said it would be ungracious, if Chinese wanted to bury their dead here, to refuse them sites which admittedly were absolutely no use to anybody else.

The PRESIDENT (Mr. Trautman) thought it was not to be anticipated that this Colony would be a sort of monument yard for China at large.

A motion by the Hon. Mr. CHATHAM that applicants be allowed to take up such sites within the area shown on a sketch plan made by himself as they might wish up to four normal D sites, the usual fees to be paid therefor, was carried.

WEST RIVER COLLISION.

RESUMED HEARING OF ADMIRALTY ACTION.

LIGHTS OF A LIGHTER.

The Admiralty action was resumed before the Chief Justice and Commander Beckwith, N.R. (Nautical Assessor), yesterday in which the Shui On Steamship Co. claim \$100,000 from the Standard Oil Company for damages caused to their West River boat the Shui On as the result of a collision with the Standard Oil lighter Ruth, which vessel was alleged to have been at the time a floating wreck with no warning lights. There was a counter-claim for damages to be assessed, based on the ground of negligence by those in charge of the Shui On. Opening the case for the Standard Oil Company Mr. Potter said that he would address himself to the two questions of fact which their lordships had to decide: whether there were lights on the Ruth at the time of the collision, and whether the collision took place in the fairway. On the morning of January 15th about 8.30 a.m. the Standard Oil launch Comet left Linlin Custom's Station on the Canton River, towing two oil lighters, the Ruth and the Helen, both of which were laden with oil. The weather was very bad, and the Ruth was leaking. The Comet was abreast of the Swallow light when she changed her course and headed for the Ruth aground in a place entirely outside the fairway. The Comet in fact did run the Ruth aground practically at the place of collision. Having done this the Comet proceeded to tow the Helen to Wongmoon, after which she returned to the Ruth, which was still hard and fast aground. The Comet then proceeded to pull the Ruth even further into the bank. The weather was still bad, and in fact was so bad that it was decided to remove the baggage, etc., of the crew of the Ruth from the Ruth. They also removed the lights of the Ruth to the Comet, at which time the Ruth had on board two white lights and two red lights. These were trimmed and prepared and lighted on board the Comet and brought on to the Ruth. Of these four lights three of them were hoisted on the Ruth, two red lights vertical and one white light ast. That was the "constellation" on board the Ruth.

The Chief Justice—And the case for the other side is that there were no lights on the Ruth at all?

Mr. Potter replied that that was so, but they had the "constellation" he had described. He used the word "constellation" because that was the word used by Mr. Sharp when he referred to the three lights which they (the defendants) said were hoisted on the Ruth. Of course he (Mr. Potter) would not describe them as a constellation, but would simply say that they were three oil lights. (Laughter.) The Comet stood by the Ruth until 2 a.m. on the morning of the collision, and then left for Wongmoon, leaving behind on board the Ruth two men whose mysterious disappearance had been commented on by the other side. He could assure the Court at once that these two men did not leave in an aeroplane, as had been suggested. (Laughter)—but in a much more prosaic way, namely, in the sampan belonging to the lighter, and he thought it might be safely assumed that the men left the Ruth before the Shui On crashed into her. He did not suppose that, like Caspian, they remained on board the Ruth until the stem of the Shui On crashed into her. Mr. Potter said that the practice of lighting oil lighters was of very considerable importance. The lights which were on the Ruth, one white light and two red lights, were fully in accord with the regulations. And a remarkable thing, in view of the other side's flat denial, was that after the collision the lights which had been hoisted on the Ruth were missing; they were carried away, doubtless, by the collision, and the super-structure on which the lights were hoisted was also carried away. Counsel went on to say that his case was that the collision did not take place in or near the fairway. He had evidence to support this. He would contend, as a matter of law, that if he proved, as he was going to do, that the collision did not take place in the fairway, that there was only one decision which could be arrived at: Counsel then mentioned that the evidence on the question of the fairway would be very clear and specific, but here again it would be in acute conflict with the evidence adduced on behalf of the plaintiffs. He would be calling a number of witnesses, including Lieut. Daley, Mr. Driscoll, second in command of a torpedo-boat, who would say he had often convoyed the Shui On over the channel concerned, and also witnesses

THE THREATENED SHIPPING STRIKE.

On enquiry at the local office of the China Coast Officers' Guild yesterday it was learned that nothing has yet been decided upon so far as the Hongkong officials know. A communication was expected from Shanghai on Monday, but this did not arrive, and no message had been received up to the time of enquiry yesterday. If the first demand, that the Guild be recognized, is conceded, we understand that the other demands will be held over for discussion until the 15th inst.

TYPHOON WARNING.

The following telegram was received at the American Consulate-General, Hongkong, from the Manila Observatory at 10 a.m. on May 2nd.

Cyclone or typhoon east of the Visayas Islands, moving west.

HONGKONG TRAMWAY CO.

The approximate statement of traffic receipts for the week ending 29th April is as follows—

	Receipts for week.	Aggregate receipts for 16 weeks.
This Year	\$17,562	\$221,882
Last Year	10,200	182,022
Increase	7,362	39,860
Decrease		

from the American boat Callao. Mr. Potter added that it was the practice of the torpedo-boat of which Mr. Driscoll was second in command to follow the vessels with lights out, following immediately behind.

Lieut. Daley, R.N.R., acting No. 1 Boarding Officer, who has also been in charge of the Government launch Stanley, said he had often had occasion to take the Stanley over the course from Wongmoon to the Swallow light, and then proceeded to mark out the course he would take.

Cross-examined by Mr. Alabaster witness admitted that the course he had laid was the most dangerous side of the channel, though it was the one he had always taken. He would like more than a foot of water under a boat if he could get it, but there was no danger in only having a foot. Some of the big river boats often scraped through the mud in the shallow parts of the river, having no water under them at all.

Answering Mr. Potter witness said he had passed the wreck, and in his opinion the Shui On was not lying in a proper course.

Thomas Driscoll, a gunner in the Royal Navy, said that up to the outbreak of war he was on torpedo-boat 077, engaged in conveying passenger ships on the West River. He was engaged for a year and ten months on this duty, being second in command. He had often gone over Wongmoon Bar and the adjoining waters in the course of this work, going over as many as four times a day on occasions.

Mr. Jenkin—Do you know the ship Shui On?—Rather. (Laughter.)

Why are you so emphatic?—Because we had to convey her more than the other vessels, for she was a slow ship.

Was that the only reason?—She had also received threatening letters. Witness added that they had conveyed the Shui On on many occasions, sometimes as far as Hongkong.

Replying to the Chief Justice witness said that looking at the position of the Ruth and the Shui On he was of the opinion that even if the Ruth had not been aground where she was the Shui On would have gone aground on the course she was taking.

Mr. Alabaster—Why do you say that?—From my experience up and down the river.

Witness added that a British torpedo-boat drawing 9 ft. 6 in. had gone ashore in the same vicinity at a time when she was being navigated by a Chinese pilot.

Quartermaster G. H. Cook, of the American gunboat Callao said that he had been across the bar between the Beacon and Swallow lights on many occasions.

Witness described the course he always took which coincided with that laid down by the previous witness. The Callao was taken up to the wreck, but when they got to within 100 yards of the wreck they were aground. It was half-tide at this time, and the Callao was drawing 8 ft. 6 in. They got the Callao off and anchored about 200 yards off the wreck. While the Callao was standing off many vessels passed up and down the river, but none of them went near the scene of the wreck. These ships took the same course as he would take.

Mr. Potter—Was the wreck of the Shui On in or out of the fairway?—Out of the fairway.

The hearing was adjourned until to-day.

GOLF.

ROYAL HONGKONG GOLF CLUB.

DRAW FOR PROFESSIONAL PAIRS—1916.

The following is the result of the draw for the Professional Pairs competition to be played over the Happy Valley Course, commencing on the 14th inst:—

1st round: Crapnell and Mileson; Kinchen-Smith v. Lindsay Woods and Haydon.

Beswick and J. W. Stewart v. Cumming and Bevington; Fletcher and de Rome v. Macdougall and Henderson.

Bond and Rawlinson v. Buck and Parker; Jackson and Tester v. Powell and Thorne; Dewar and Fisher v. Martin and Waller; Leith and Towne v. Davison and Mitchell.

Cary and Evans v. Berbeck and Bird; Murray and Bates v. Bowker and Stewart; Farvey and Lambert v. Parr and Loughlin; Carleton and Sawyer v. Archbutt and Jones.

Grist and Crew v. Carpmel and Franks; Fletcher and Wodehouse v. Harvey and Perry; Cheesman and Kent v. Hasting and Davison.

Adams and Jackson v. Griffin and Golland; Des Vaux and Hooper v. Layton and Hancock; Ford and Cocks v. Macdonald and Morrison.

Van Rees and Marshall v. Thomas and Ross; Atkinson and Stoneham v. Milner-Jones and Faichnie; Russ and de Piro v. Holyoak and Owen Hughes.

Claxton and B. D. Evans v. Walker and Gibb; Kraft and Stark v. Dutton and Morton Smith.

Moxon and Taylor v. Wilkin and Henderson; Kinaird and Rodger v. Leefe and Hay, second round.

Mansfield and Brand; Gower and Wood; Wahl and Kennedy; Beavis and Potter v. Taylor and Pegg; Jaffé and Ross v. Hodgson and Geddie.

1st round to be played by 14th May. 2nd round to be played by 28th May. 3rd round to be played by 4th June. 4th round to be played by 11th June. Semi-final round to be played by 18th June.

Final round to be played by 25th June. Handicap—3/4ths of the difference. Ties must be played on or before the above dates, otherwise the second-named couple in the match pass into the next round.

The first-named pair in each match are the challengers and must arrange date of play off with their opponents. Handicaps as at date of draw.

THE OPEN-DOOR IN CHINA.

JAPANESE FINANCER ON THE ANGLO-JAPANESE ALLIANCE.

Having noted, says the Japan Gazette, a singular failure in the series of appreciations by representative Japanese of the Anglo-Japanese Alliance, viz., a failure to include Clause B of the Preamble to the Convention in the mutual objects of the Alliance, it is fair to note an exception. Mr. J. Inouye, President of the Yokohama Specie Bank, in an interview on the Alliance accorded to the Japan Times, makes special reference to this Clause and insists on the necessity of fair competition in China. He says:—

"I have always been a staunch supporter of the Anglo-Japanese Alliance, and am strongly opposed to the stand taken by a section of our people in criticism of an Agreement which, I consider, is the most important guarantee of peace in the Far East."

"It is true that competition exists in China between the mercantile of the two countries and this class of interested parties in China has caused a considerable amount of unfriendliness and criticism of the Anglo-Japanese Alliance on the part of the British residents in China, and unfortunately their views appear to be shared by some British people at home. These unfriendly criticisms have been communicated to this country, where a section of the Press took up the other side and thus the discussion began."

"I think this is most regrettable. Commercial competition is one thing and political co-operation is another. Despite trade rivalry, England and Japan are destined to stand together in their diplomatic activities. As long as the principle of equal opportunity is adhered to, and trade competition is fair, the competition should not be allowed to interfere with the smooth working of a political Alliance. Trade rivalry is nothing compared with the large issues that are at stake. The Anglo-Japanese Alliance stands as the guarantee of peace and order in the Far East and as a guarantee against trouble, resulting only in the destruction of trade and the vested interests of both Japan and England. This has been most clearly demonstrated in the present war of Great Britain. British commercial interests would have suffered very materially."

"Therefore, commercial considerations must yield to the fundamental necessity of maintaining peace and order in the Orient. If one studies the situation a little deeper, it is clear that the commercial interests of neither country are suffering by reason of the Anglo-Japanese Alliance. Japan has established a sphere of influence in Manchuria and Mongolia, and England has asserted her supremacy in the Yangtze Valley. In both these regions, the principle of the open door and of equal opportunity must be maintained strictly."

Both Great Britain and Japan are prepared to uphold this principle in their respective spheres of influence. If this is so, there is left only fair trade competition, which must continue even among merchants of the same nationality."

Mr. Inouye also hints that changed conditions may require a change in the Convention, though he urges that this is not the time to discuss it, and if this idea command itself to Great Britain after the war we may be sure a revision will follow.

INTIMATIONS

LANE, CRAWFORD & Co.

ESTABLISHED 1850.

TELEPHONE 1741.

ICE CREAM FREEZERS.

TRIPLE

MOTION

1 QUART

TO

12 QUARTS.

DELICIOUS ICES

MADE IN

3 MINUTES.

STOCKED

IN

10 SIZES.



ALUMINIUM COOKING UTENSILS.

LIGHT IN WEIGHT—BRIGHT AS SILVER—DO NOT RUST

INCLUDING

CAMP COOKING OUTFITS.

FOR TWO, THREE OR FOUR PERSONS.

CHAFING DISHES. COCKTAIL SHAKERS. TEA AND COFFEE POTS. CAST KETTLES. CAKE PANS. SAUCE PANS. FRY PANS, ETC.

"O-CEDAR" POLISH MOPS.

"O-CEDAR" DUSTERS.

MAKES IT EASY TO CLEAN

THOSE HARD-TO-GET-AT PLACES



LANE, CRAWFORD & Co.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD. AND CHINA NAVIGATION CO. LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer (available also for return by day steamer)	9.00
Return " " " " " "	11.00
Single Fare by Day Steamer	5.00
Return " " " " " "	9.00

HONGKONG TO CANTON. | CANTON TO HONGKONG.

WEDNESDAY, 3rd MAY, 1916.	
8 a.m. HEUNGSHAN.	8 a.m. HONAM.
10 p.m. KINSHAN.	5 p.m. FATSHAN.

THURSDAY, 4th MAY, 1916.	
8 a.m. HONAM.	8 a.m. HEUNGSHAN.
10 p.m. FATSHAN.	5 p.m. KINSHAN.

HONGKONG-MACAO LINE.

K.S. SUI TAI, Tons 1851. S.S. TAI SHAN, Tons 2008.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf, and at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 7th MAY, 1916.

The Company's New Steamship "TAISHAN"

Will depart from the Company's Wing Lok Street Wharf at 9 a.m., and return from Macao at 3 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m. and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

MACAO-CANTON LINE.

S.S. SUI AN.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m.; Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD., THE CHINA NAVIGATION CO. LTD., AND THE INDO-CHINA STEAM NAVIGATION CO. LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 589 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.

Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior cabins, accommodation and are lighted throughout by electricity. Electric fans in each cabin.

Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Manulans (First Floor), opposite the Bata Pier.

ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JULY to DECEMBER, 1915. With INDEX. Price \$7.50.

On Sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 10th March, 1916.

ON SALE

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1915.

REVISED BY THE MR. HKS.

PRICE

DAILY PRESS OFFICE Hongkong, 25th February, 1916.

NEW ADVERTISEMENTS

WANTED by 27th inst.
A N EUROPEAN SECOND ENGINEER
 for H.M. Tug "ATLAS". Rate of pay
 \$7.00 per day for seven days per week.
 Apply to—
CHIEF ENGINEER,
 H.M. Dockyard.
 Hongkong, 3rd May, 1916. [652]

OSAKA SHOSEN

KAISHA.

WE beg to inform
 the Public that the
 Company's Telephone
 Numbers have been
 changed **T O - D A Y**
 from 246 and 1280 to
744 and 745.

Hongkong, 2nd May, 1916. [653]

THEATRE ROYAL.
HONGKONG.
THE
HUMPHREY BISHOP
AND
LONDON STAR COY.
 Present a
CONCERT—REVUE

INCLUDING
THE FAMOUS
WEDGWOOD CLASSICS.

Direct from the London Palladium.

Booking at MOUTRIE'S.

PRICES AS USUAL.

OPENING NIGHT: MAY 9TH.
 Hongkong, 3rd May, 1916. [654]

A GRAND CONCERT
 will be given in King George's Hall,
SEAMEN'S INSTITUTE
 on
THURSDAY, May, 11th, 1916,
 at 8.15 p.m.
 by the
CONCERT PARTY
 from
H.M.S. "LAURENTIC"
 A cordial invitation is given to all.
 Collection on behalf of the Billiard Room
 and Fan Fund.
 Hongkong, May 3rd, 1916. [655]

A CHARMING OPERATTA
 ENTITLED
"THE WISHING CAP"
 will be performed by the Pupils of the
 Anglo-French School, Causeway Bay, in aid
 of the Charitable Works of that Institution,
 at St. Paul's Institution, Causeway Bay, at
 5 P.M., on MAY 10TH, 11TH and 12TH.
 Charges for Admission:
 Adults, \$1; Children 50 cents.

There will be a **DRESS REHEARSAL**
FOR CHILDREN ONLY on **SATURDAY**
 Next, the 6th inst., at 4 P.M.
 Admission 20 cents.
 Hongkong, 3rd May, 1916.

IN THE SUPREME COURT OF
HONGKONG.

PROBATE JURISDICTION.

IN THE MATTER of the Estate of
NATHANIEL JOSEPH EDE, late
 of "OAKHURST," NUTLEY ARMY,
 in the County of Hants, England,
 deceased.

NOTICE IS HEREBY GIVEN that the
 Court has, by virtue of Section 58 of
 The Probates Ordinance, 1897 (No. 2 of 1897),
 made an Order limiting the time for sending
 in Claims to or against the above Estate
 to the 13th day of May, 1916.

Creditors and Claimants are hereby required
 to send their Claims to **A. HASTINGS & HASTINGS,**
 Esq., No. 5, Queen's Road Central, Hongkong,
 the Administrator of the above Estate, by the
 above date.

Dated the 1st day of May, 1916.
HASTINGS & HASTINGS,
 Solicitors for the Administrator,
 5, Des Voeux Road Central,
 Hongkong. [650]

PUBLIC COMPANIES

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIFTH ORDINARY
MEETING OF SHAREHOLDERS will
 be held at the Offices of the Undersigned
TO-DAY (WEDNESDAY), the 3rd May, 1916,
 at Noon.
 The TRANSFER BOOKS of the Company
 will be CLOSED from the 19th April to the
 3rd May, both days inclusive.
JARDINE, MATHESON & Co., Ltd.,
 General Agents.
 Hongkong, 14th April, 1916. [670]

THE CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that
 an **EXTRAORDINARY GENERAL**
MEETING OF THE CANTON
INSURANCE OFFICE, LIMITED, will
 be held at the Offices of Messrs. JARDINE,
 MATHESON & CO., LTD., No. 16,
 Pedder Street, Victoria, in the Colony of
 Hongkong, **T O - D A Y (WEDNESDAY),**
 the 3rd day of May, 1916, at 12.15 o'clock
 in the afternoon, when the following Reso-
 lutions will be proposed, as Extraordinary
 Resolutions viz:—

(1.) "That the provisions of the Com-
 pany's Memorandum of Association
 with respect to its objects be
 altered so as to read as in the
 Print signed by the Chairman of
 this Meeting for the purposes of
 identification."
 (2.) "That the Articles of Association
 of the Company be altered in
 manner following:—
 "That the following Article shall
 be substituted for Article 94,
 namely:—

"94.—The Members of the Com-
 pany shall be paid out of
 the funds of the Company such
 remuneration as may be or
 have been determined at any
 time by any General Meeting
 of the Company until such re-
 muneration is altered by any
 subsequent General Meeting
 of the Company. Such
 sum shall be divisible
 amongst the members of the
 Committee in such proportion,
 as the Committee or a majority
 thereof shall determine."

Should the above Resolutions be passed
 by the required majority they will be sub-
 mitted for confirmation as Special Reso-
 lutions to a Second Extraordinary Meeting
 which will be subsequently convened.

Prints of the Memorandum as proposed
 to be altered have been circulated to the
 Shareholders and a Print thereof can be
 seen at the Registered Office of the
 Company.

Dated this 15th day of April, 1916.
JARDINE, MATHESON & Co., Ltd.,
 General Agents,
THE CANTON INSURANCE OFFICE, LTD.
 [671]

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND OF \$7.00 AND BONUS OF
\$2.00 per Share declared at the Forty-
 seventh Meeting of Shareholders held this
 Day, will be Payable at the HONGKONG &
 SHANGHAI BANKING CORPORATION on and
 after **FRIDAY, the 29th April, 1916.**
 Shareholders are requested to apply to the
 Office of the Company for Warrants.
 By Order of the Board of Directors,
C. PEMBERTON,
 Secretary.
 Hongkong, 27th April, 1916. [672]

CHINA TRADERS' INSURANCE
COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY GENERAL
MEETING OF THE CHINA TRADERS'
INSURANCE COMPANY, LIMITED, will
 be held at the Head Office of the Company,
 No. 4, Connaught Road, Victoria, in the
 Colony of Hongkong, on **FRIDAY,**
 the 5th day of May, 1916, at Noon,
 when the subjoined Resolution which was
 passed as an Extraordinary Resolution at
 the Extraordinary General Meeting of the
 said Company held on the 18th day of April,
 1916, will be submitted for confirmation as a
 Special Resolution:—

"That the name of the Company be
 changed to 'CHINA TRADERS' INSURANCE
 COMPANY, LIMITED.'"
 Dated this 18th day of April, 1916.
 By Order of the Board,
C. MONTAGUE EDE,
 General Manager. [673]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

THE THIRTY-FIFTH ORDINARY
GENERAL MEETING of the Company
 will be held at the Offices of the General
 Managers, Messrs. JARDINE, MATHESON &
 CO., LTD., Des Voeux Road, Hongkong, on
SATURDAY, the 6th May, at 10 o'clock a.m.
 for the purpose of receiving the Report of
 the Directors, passing the Accounts, and
 electing Directors and Auditors.
 The TRANSFER BOOKS of the Company
 will be CLOSED from the 1st May to the
 20th May inclusive.

By Order of the Board,
JARDINE, MATHESON & Co., Ltd.,
 General Managers.
 Hongkong, 23rd April, 1916. [670]

THE HONGKONG ELECTRIC CO.,
LIMITED.

NOTICE IS HEREBY GIVEN that the
THIRTY-SEVENTH ORDINARY
GENERAL MEETING OF THE SHARE-
HOLDERS will be held at the Company's
 Offices, St. George's Buildings, on **SATUR-**
DAY, the 20th May, 1916, at 12 o'clock Noon,
 for the purpose of presenting the Report of
 the Directors together with a Statement of
 Accounts to 29th February, 1916, and electing
 Directors and Auditors.

The TRANSFER BOOKS of the Company
 will be CLOSED from the 6th May to the
 23rd May, both days inclusive.
 By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
 Agents.
 Hongkong, 1st May, 1916. [649]

INTIMATIONS

NOTICE.

INDO-CHINA STEAM NAVIGATION
COMPANY.

WE, the Undersigned Shareholders,
 consider that the Report and
 Accounts of the above Company require
 early discussion, in order that concerted
 action may be taken by Shareholders, with
 reference to certain matters in the Accounts,
 including the diminishing of the Final
 Dividend by the appropriation of \$20,000 for
 depreciation, repairs and renewals, and also
 with regard to the closing of the Company's
 Books at such Short Notice.

A MEETING will be held accordingly at
 the City Hall **T O - D A Y (WEDNESDAY),**
 the 3rd May, at 4 p.m., when all Shareholders,
 Registered and Unregistered, who are
 dissatisfied with the Report or Accounts or
 the closing of the Register at Short Notice
 are earnestly requested to attend.

H. E. POLLOCK, J. GOULD,
L. CHU FAK, F. KIEW,
N. H. N. MOBY, M. A. HAZACK,
A. V. APGAR, CHAN YUE PING,
G. TISDALE, CHAN YAK CHUEN,
SIN TAK FAN, YU KONG SHU,
S. H. MICHAEL, YU CHUO SUEN,
G. H. DAVIS, B. BASTO,
W. LOGAN, LAU I CHUN,
R. A. GUBRAY, LAU TAK PO,
CHOW SAU SAN, G. P. LAMBERT,
T. W. HORNBY, PUN HUNG YAN,
CHIANG NGOC SANG, A. M. L. SOARES,
E. J. GRIST.
 Hongkong, 1st May, 1916. [647]

HONGKONG ELECTRIC CO., LTD.

REDUCTION IN PRICE.

FROM 1st May, 1916, the Price of Current
for Lighting and Fans will be Reduced
to 20 cents per unit.
 Discounts will remain as before.
GIBB, LIVINGSTON & Co.,
 Agents.
 Hongkong, 1st May, 1916. [648]

AUCTIONS

G. R.

PUBLIC AUCTION.

THE Undersigned have received instruc-
tions to sell by Public Auction
T O - D A Y (WEDNESDAY),
 the 3rd May, 1916, at 10 A.M.,
 at H.M. Naval Yard, Hongkong,
 and Kowloon Depot,
 12 Coal Lighters from 50 to 150 Tons, Steam
 Launches (Hull only), Steam Cutters
 complete, and
OLD AND SURPLUS
NAVAL AND VICTUALING STORES,
 comprising:—

OLD AND SURPLUS NAVAL STORES:— Fan
 Engines, Boilers complete, 20 and 30 Tons;
 Boiler with Mountings, Propellers, Type-
 writer, Shanghai Baths, Canvas and Leather
 Hoses, Stage-lashings, Oil, Cordage, Paper-
 stuff, Canvas Bags, Old India Rubber, Reading
 Lamps, Batts, Cars, Fir, Carpet, Rugs,
 Blankets, Tables, Bookcases, Cabin Wardrobe,
 Cupboards, Mirror, Electric Cables, Firewood,
 Old Iron and Steel, Old Metal, Mineral,
 Repressed and Olive Oil, &c., &c.

OLD AND SURPLUS VICTUALING STORES:—
 Seamen's Clothing, Blankets, Officers' Mess
 Traps (a quantity of Electro-plated articles
 and Table Linen), Implements, Seamen's Mess
 Utensils, Oak Staves, &c., &c.
TERMS OF SALE:—As detailed in the
 Catalogue.

HUGHES & HOUGH
 By Appointment Auctioneers to the Admiralty.
 Hongkong, 25th April, 1916. [613]

PUBLIC AUCTION

VALUABLE LEASEHOLD PROPERTIES
 situated at
HUNG HON, in the Colony of Hongkong, and
being KOWLOON MARINE LOT No. 83
and KOWLOON INLAND LOT No. 1178,
 to be sold

IN ONE LOT.

T O - M O R R O W (THURSDAY),
 the 4th day of May, 1916, at 3 o'clock P.M.,
MR. GEO. P. LAMBERT, Auctioneer,
 at his Auction Rooms in Duddell
 Street.

The Property consists of:—
 All those pieces or parcels of ground situated
 at Hung Hon in the Dependency of Kowloon
 and Colony of Hongkong and registered in
 the Land Office respectively as **KOWLOON**
MARINE LOT No. 83 and KOWLOON
INLAND LOT No. 1178. Kowloon Marine
 Lot No. 83 contains an area of 143,800
SQUARE FEET and is held for the term of
 75 years from the 16th May, 1904 (renewable
 for another term of 75 years), created therein
 by a Crown Lease dated the 11th day of
 October, 1908, and made between His late
 Majesty King Edward VII. of the one part
 and Donald Macdonald and John Wilson
 of the other part subject to the payment of
 the Crown rent and to the observance and
 performance of the Lessee's covenants there-
 in reserved and contained.

Kowloon Inland Lot No. 1178 is situated on
 the North-west side of Kowloon Marine Lot
 No. 83 and contains an area of 27,073
SQUARE FEET and is held for the term of
 75 years from the 16th May, 1904 (renewable
 for another term of 75 years), created therein
 by a Crown Lease dated the 10th April, 1911,
 and made between His Majesty King George
 V. of the one part and the said Donald Mac-
 donald and John Wilson of the other part
 subject to the payment of the Crown rent and
 to the observance and performance of the
 Lessee's covenants therein reserved and contained.

Crown Rent of Kowloon Marine Lot
 No. 83—\$1,284 per annum.
 Crown Rent of Kowloon Inland
 Lot No. 1178—\$248 per annum.
 Particulars and conditions of sale may be
 had from—

MESSES. DEACON, LOOKER, DEACON
& HARTSON,
 1, Des Voeux Road Central,
 and
MR. LEO D'ALMADA E. CASTRO,
 Old Supreme Court Building,
 Vendors' Solicitors,
 and also from
MR. GEO. P. LAMBERT,
 The Auctioneer.
 Hongkong, 25th April, 1916. [614]

INTIMATION

DEWAR'S



SOLE AGENTS:

A. S. WATSON &
CO., LTD.,

WINE & SPIRIT MERCHANTS.

HONGKONG.

TELEPHONE 610.

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C.
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 3rd May, 1916.

A RETROSPECT.

In January, 1913, Mr. FREDERICK HARRIS-
 son, the well-known Positivist, published
 in the *English Review* a warning as to the
 German menace. The article was repro-
 duced in a recent issue of the same review
 though not, we believe, in its entirety—
 as a remarkable example of political pro-
 phesy, but it is not impossible that many
 other articles could be unearthed which
 would as easily lend themselves to the pur-
 pose. Mr. HARRISON has something of the
 fatalist in his composition. He appears to
 believe, and to have believed for some
 years past, that the German menace was
 unavoidable. He even went so far as to
 attach some importance to the number 13,
 which he described as "that ominous thir-
 teen," and endeavored to show that the
 corresponding years in preceding centuries
 brought with them some far-reaching
 change, such as NAPOLEON's overthrow in
 1812, and the Treaty of Utrecht in 1713.
 He apparently fails to see that all the
 measures he proposed to meet the German
 menace would but have precipitated the
 crisis, and that if the crisis was to be
 averted it would only be by action on the
 part of Germany—a revolt against the
 viper of militarism that was eating away
 the entrails of the country. In view of
 the growing power of Social Democracy in
 Germany, there was always a hope that the
 military régime would fall by itself, having
 alienated public opinion, but this and
 could only be attained by allowing matters
 to take their course and by introducing no
 new factor into the situation. The in-
 crease of the British Navy to keep it in
 advance of Germany's Fleet was not a new
 factor, since it was the traditional policy
 of Great Britain to maintain the command
 of the seas; but if Britain had started to
 form an army on anything approaching the
 scale of that of Germany—if she had adopt-
 ed conscription, or even some other form of
 national service—there is not the least
 reason to doubt that the military rulers of
 Germany would have at once been furnished

with a powerful argument for immediate
 action. Just as the increase in Germany's
 Navy was regarded—and correctly regarded
 —as directed against Great Britain, so an
 increase of the British Army would have
 been taken—and rightly taken—as directed
 against Germany. In 1913 Mr. HARRISON
 despaired of any Government being able
 to pass a Compulsory Service Bill, and
 therefore proposed that a war loan of 150
 millions should be raised to be spent partly
 on the Navy and partly on the Army—in
 the latter case with the idea of making the
 profession popular and removing it out of
 the hands of the autocratic caste who were
 grown "too poor and too lazy" to fill the
 posts efficiently. Mr. HARRISON's sugges-
 tion that if officers were obliged to serve
 in the ranks and rise gradually according to
 merit and were adequately paid to make
 the Army a real profession, all the men
 wanted would be available, is one likely
 to meet with general acceptance. It is,
 however, doubtful if the raising of a war
 loan of 150 millions when the country was
 at peace would not have fired the German
 militarists as much as a Conscription Bill.
 The situation being such a delicate one,
 the question resolves itself into this: Was
 it better for Great Britain to precipi-
 tate the crisis by the inauguration of
 a new policy, which, in any case, would
 have been futile, or to follow her tradition-
 al policy, and not throw away the chance
 of the dissolution of the crisis through
 internal causes? There seems to us no
 choice between Great Britain entering
 upon the war with a half-formed army which
 could only be intended for Continental
 work, and Great Britain entering upon
 the war with a clear conscience as to the
 chance of any aggressive action on her
 part.

Mr. HARRISON advanced another argu-
 ment as to the importance of a large
 army to Britain, and that is that
 the Navy cannot bring a war to
 fruition; it can prepare the ground,
 but the final result must rest with
 the Army. In proof of this he cited the
 wars in the times of MARLBOROUGH, CHAT-
 HAM and WELLINGTON, and added the sig-
 nificant words: "The problem to-day is not
 Home Defence, but domination in Europe.
 And the battle has to be fought on land."

An island which obstinately condemns
 itself to be nothing but an island limits
 itself to the second or third rank in the
 European State system and chooses to re-
 main simply a pawn. These are strange
 remarks for a philosopher who for forty-
 years has denounced "the Imperial adven-
 tures into which we have been led," who
 thinks that "Egypt and that absurd
 African 'Empire' south of it" will be
 Britain's grave. Did he mean to claim
 that Britain should have domination in
 Europe, that we should revert to the policy
 which we abandoned when the last of our
 European possessions passed from us? To-
 day we are fighting against the domina-
 tion of Europe by Germany. Is our good
 opinion of ourselves so great that we can
 claim our own domination to be advantage-
 ous to Europe and Germany's domination
 to be disadvantageous? As a matter of
 fact, there is a good deal to be said in
 favour of the argument that Britain is
 no longer a part of the European State
 system. In language, institutions and
 policy she has long since severed herself
 from Europe, and it is only her geographi-
 cal position which binds her in any degree
 to the Continent. Otherwise she is as much
 outside the European State-system as the
 United States or Australasia. Putting
 aside all the glamour of sentiment, the war
 to-day is for Britain a matter of Home
 Defence. Just as a hundred years ago she
 could not allow NAPOLEON to dominate
 Europe and menace her independence from
 shores separated from hers by only a narrow
 strip of water, so to-day she sees in the
 German invasion of Belgium not only the
 destruction of the liberty of a smaller
 nation but the same menace to her own
 liberty as in the time of NAPOLEON. Mr.
 HARRISON's claim, therefore, as to the
 superior power of the Army to decide a
 war turns upon the question what the war
 is for. If Britain desires domination in
 Europe, then it is possible that the Navy
 alone would prove too slow a weapon. But
 if Britain desires, as we think she does,
 merely to defeat the domination of another
 Power, then the Navy is her most potent
 weapon. Even now, Germany is al-
 ready defeated by her failure to obtain
 command of the seas, and were she to drive
 all the British troops from the Continent
 of Europe and bring her other enemies to
 their knees, she would still be unable to
 renew her national life or continue those
 vast undertakings, the creatures of her
 ambition.

A mail for Europe and Siberia closes
 to-morrow at 3 p.m.

The P. and O. outward mail steamer, *Khyber*,
 with the London Mail of the 29th April,
 arrived at Port Said on the 28th inst.

The term of the Formosa Industrial Ex-
 hibition has been prolonged until the 15th
 of this month, namely, six days longer than
 was at first intended.

A *Gazette Extraordinary* issued yester-
 day announces that the Forces of the
 Colony will be subject to the Army Act
 for a further period of three months.

Heard at the Admiralty Court: The
 Chief Justice—What are those boats at the
 rear of the photograph?—They might be
 Chinese gunboats. Do they draw much
 water?—Oh, no, they are only tin cans!

Mr. W. J. Carroll, share broker, received
 a telegram from Singapore yesterday advis-
 ing interim dividends on:—Pajans, 80 per
 cent; Balgownie, 15 per cent; and Teluk
 Anson, 5 per cent. Malakoff was quoted
 at 85 sales, and Kedah at \$3.05.

The Treasurer of the Hongkong Church
 Missionary Association acknowledges with
 thanks the sum of \$60.27 per the Rev. Mr.
 N. O. Pope, being amount collected in
 St. Andrew's (Kowloon) Sunday School
 during the first four months of the year.

Mr. W. E. Osborn, of the South British
 Insurance Office, has left the Colony for ac-
 tive service. He was at one time a Lieutenant
 in the Wellington Division, New Zealand
 Garrison Artillery, and afterwards a
 Second-Lieutenant in the Bombay Volun-
 teers. Recently he was attached to the
 Hongkong Volunteer Corps as Lieutenant.

Prosecuting a Chinese building contractor
 at the Magistracy yesterday for using
 inferior mortar, Mr. A. E. Wright, of the
 Public Works Department, said defendant
 was putting up some European buildings
 at Kowloon, and some samples of the mortar
 he was using were taken. Some of
 them were good, but others, which they took
 in August of last year, were found to be
 bad. He had written to the architect and
 the contractor, warning them that proceed-
 ings would be taken against them. A fine
 of \$50 was imposed.

An old Shanghai resident has passed
 away in the person of Mr. Robert Henry
 Gore-Booth, who came out to the Settlement
 in the early sixties. Deceased was 78 years
 of age. He took an active share in volunteer-
 ing matters in his younger days and took
 a prominent part at the time of the Tai-
 ping Rebellion. He was one of the first in
 Shanghai to realize the importance of rub-
 ber. He was one of the largest shareholders
 in the Perak Sugar and Kalampong Rub-
 ber Companies, now known as the Gula-
 Kalampong Rubber Co., and during the
 boom of 1910 he was reputed to have made
 a fortune of half a million taels. He was
 a prominent member of the Race Club, and
 at one time owned a very successful stable.

To-day (Wednesday) H. E. the Governor,
 President of the University Union, will
 be "At Home" to all members of the Uni-
 versity Union and their friends. After
 opening the Pavilion His Excellency will
 present the prizes won at the first annual
 athletic sports, which took place on Satur-
 day last. The winner of the Vice-Chan-
 cellor's challenge cup, awarded for the
 highest number of points, was A. J. Kew,
 and the winner of the inter-hostel Ho-
 Kwong challenge cup was the Morrison
 Hall. After the prizes have been present-
 ed there will be exhibition tennis matches
 between some of the University students
 (including Ng See Kwong and Wei Wing-
 Lok) and well-known local players includ-
 ing Green, Nisbet and Cooper Hunt. The
 band of the Punjab will discourse selec-
 tions of music.

Commencing on May 9th, the Humphrey
 Bishop London Star Company are an-
 nounced to present at the Theatre Royal,
 Hongkong, a concert-revue, including the
 famous Wedgwood Classics from the London
 Palladium. The entertainment is described
 as a high-class pot-pourri of grand and light
 opera, classical dancing and posing. The
 Company includes Miss Nora Moon, Prima
 Donna, from the Royal Opera, Covent
 Garden; Miss Katie Hill, from the prin-
 cipal West End Theatres, in her latest
 comedy numbers; Miss Suzanne Verney,
 classical dancer from the London Palladium
 and Alhambra; Miss Sybil Keymer, the
 celebrated violinist from the Royal Albert
 Hall; Mr. Stanley Vileyn, the eminent

THE WAR.

IRISH RISING ALMOST ENDED.

REBEL COMMANDOS SURRENDER.

HEAVY GERMAN DEFEATS.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

HEAVY GERMAN DEFEATS AT VERDUN.

ATTACKS IN MASSED FORMATION.

Paris, May 1st.
4.25 p.m.

A communiqué states:—The Germans have suffered heavy defeats at Verdun. They attacked powerfully at dusk in massed formation against Doodman Hill, but our artillery and machine-gun fire inflicted enormous losses. Every German assault was smashed. Another series of German attacks on Cumings were similarly defeated with serious losses.

There has been a violent and continuous bombardment of Hill 304 and Vaux. French air-squadrons made destructive attacks on railway stations, and food and ammunition depots around Metz.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

SUBMARINE WARFARE.

KING'S ARMED YACHT SUNK.

London, May 1st.

His Majesty's armed yacht *Agrippa* and the minesweeper *Nasturion* have been sunk by mines in the Mediterranean. All the officers have been saved. Six of the crew of the *Agrippa*, and seven of the crew of the *Nasturion* are missing.

GENERAL.

[THROUGH REUTER'S AGENCY.]

THE IRISH RISING.

DEATH KNELL SOUNDED.

MANY ARRESTS.

London, May 1st.

A Dublin communiqué sounds the death-knell of the Irish rising. Particularly significant is a passage relating to the wholesale surrenders in Central Dublin, which is the centre of the whole movement. The soldiers in these positions, in consequence of the looting, were furnished with supplies for months. The priests and the police are doing their utmost to disseminate the knowledge of these surrenders, which will have the most salutary effect when it is known that the rebel citadel is tottering. The rebels continue vainly to burn property in Sackville Street, but the fire brigades are now able to resume work. The rebels arrested include that notorious agitator, Countess Markiewicz. The rebel commander at Ennisworthy has left for Dublin under an escort to convince himself of the surrenders on the spot. In the meantime a truce exists. Another deputation from Ashbourne has also left for Dublin. Reports that all is quiet have been received from other possible storm centres, including New Cross, Wicklow and Bagninstown. The rebels at Galway are reported to be disbanding. A few arrests have been made.

REBEL COMMANDOS SURRENDER.

London, May 1st.

An official announcement says that all the Dublin rebel commandos have surrendered.

THE CASUALTIES.

The following are Dublin casualties:—Killed—Captain F. C. Dietrichsen (Sherwood Foresters), Lieutenant H. C. Duffen, W. V. Hawken and P. C. Perry (Sherwood), A. L. Ramsay (Royal Irish).

Wounded—Lieut.-Colonel C. Pace (Sherwood), Major H. Hameson (Sherwood), Captain P. S. Baclis (South Staffords), A. B. Leslie Melville, R. H. Charlton, F. G. Curahan, F. G. Hickling, F. Pragnell, A. H. Quibell (Sherwood), W. McCullagh (Army Medical Corps), Second-Lieut. T. H. Addis, J. A. Dunn, J. A. Howe (Dublin Fusiliers), J. E. Broad, M. B. Browne, W. H. Curtis, W. F. Fisher, J. E. Hartshorn, F. M. Lamb (Sherwood), E. Gerward (Field Artillery), G. D. Helliwell (South Staffords). Missing—E. H. Atkins (Army Medical Corps).

[THROUGH REUTER'S AGENCY.]

DEATH OF LORD ST.

ALDWYN.

FORMER CHANCELLOR OF THE EXCHEQUER.

London, April 30th.

The death is announced of Lord St. Aldwyn. The deceased had been indisposed for sometime. His only son and heir was killed in action last week, and his four-year-old grandson thus succeeds to the title.

[The deceased was created a Viscount in 1903, having previously been the Rt. Hon. Sir Michael Edward Hicks-Beach. He was M.P. for East Gloucestershire from 1864 to 1885, and for West Bristol from 1888 to 1906, representing the Unionist interest. He was Under-Secretary of Home Department and Secretary of Poor Law Board, 1888; Chief Secretary for Ireland, 1894-78 and 1899-87; Secretary for the Colonies, 1878-80; Chancellor of the Exchequer, 1885-88, and again from 1895 to 1902; and President of the Board of Trade, 1898-92. His only son and heir was the Hon. Michael Hugh Hicks-Beach. The late Lord St. Aldwyn was also the President of the Court of Arbitration which decided the terms under which the Tientsin Pagar dock was expropriated by the Government of the Straits Settlements.]

GERMAN COLONIES AND SEA POWER.

SOUTH-WEST AFRICA.

The German Colonial Secretary, Dr. Solf, is bombarded periodically with appeals from traders and others who have special interest in the restoration of the German Colonies.

A large number of firms interested in South-West Africa have sent in a petition observing that German South-West Africa is "the only German colony which offers to a considerable white population the possibility of permanent settlement," that its future "will be settled in Europe," and that "it can be left to England to decide how she shall settle her affairs with the South African Union."

To this Dr. Solf replies:—I can only point out that I have repeatedly taken occasion to insist—and I myself shall make every effort—that with the conclusion of the world war in victory for us, about which I too have never doubted for a moment, Germany will again receive complete possession of all her former colonies. When from other quarters an extension of German colonial possessions and the creation of favourable trade possibilities are urged, I can only welcome these proposals, and especially as they are in no way out of harmony with the programme of undisturbed restoration of Germany's old colonial possessions.

It is, however, remarkable that such utterances attract little attention in the German Press. They seem to be discussed only at Hamburg, and by writers like Count Reventlow, who insists perpetually that German colonial power must depend upon the destruction of British sea-power. Count Reventlow says:—

We must point out to the South African firms that German colonial possessions can never be possessions in the true sense of the word without a victorious decision of the war with England. Colonies can be real possessions for the German Empire only upon the condition that we can, partly in the colonies themselves, partly on the sea, but above all in home waters, effectively defend them against England, whether by fighting, or by so convincing England of the efficiency of their defences that she will not dare to fight. In order to create these conditions Germany after the war must be both from a military and economic point of view, the first Continental Power in Europe, able to meet all demands, and the most secure for the freedom of the seas, based upon her own strength, and safe against the most unfavourable possibilities. Without these conditions Germany's colonial possessions would be only a sham—a mere lodging in the back premises of the British Empire—with the permanent prospect of immediate expropriation whenever it suits the British owner.

BRITISH CAPITAL FOR ITALY.

An agreement has been signed in London between the London County and West-minster Bank and Lloyds Bank on the one side as representing a British financial group and the Credito Italiano on the other side as representing an Italian financial group for the constitution of a British company to be called the British Italian Corporation with an authorised capital of one million sterling and the constitution of an Italian company under the style of Compagnia Italo Britannica with a capital of ten million lire. The object of the two companies is the development of economic relations between Great Britain and Italy, and the promotion of undertakings in the commercial and industrial fields in Italy. The companies will work in close association.

DEGENERATE GERMANY.

AN INTERESTING REVIEW.

Degenerate Germany. By HENRY DE HALSALL. T. Werner Laurie, Ltd. London 2/- net.

To review a book of the nature of "Degenerate Germany" is a task demanding a degree of caution. There are very many passages that could not be quoted in a daily newspaper. It might be said that only a definite purpose could justify its publication. The author pleads such justification, and his plea is accepted by two men of such eminence as Lord Charles Belfrage and Lord Rosbery, the former of whom expresses the wish that "the book will have an extensive publication and so open the eyes of the civilised world to the brutality and bestial practices of so-called Kultur in Germany." The writer contends that the knowledge of the unwholesome facts published in this book "will be of value in combating the preposterous and dangerous peace ideas" unfortunately held in various quarters of Great Britain. For instance among those ill-informed, emasculated individuals styling themselves the Union of Democratic Control. "Combating" is a well chosen word to describe the author's state of mind when he wrote this book. Mr. Frederic Harrison (writer of the "German Peril" 1915), whose opinions are given in the Preface says: "It is most desirable that our countrymen should be disabused of the mendacious pretences of German Kultur. I have positive proof of the degeneracy of Germany during the twentieth century. I believe the explanation of the paradox that Germans at home and abroad are ostensibly mild and kindly, and yet in groups and under excitement break out (as to day) into every form of vice and atrocity is this. By temperament and education they give themselves up to intellectual and ideal objects—the exact opposite of the practical Briton—and follow out the imagined purpose regardless of good sense, morality or decency."

This is the indictment which Mr. Halsall sets out to prove against our foes, and it follows that such reading cannot be anything but unpleasant. There are four chapters to which special attention is called, Chapter 6, "Concerning Women Worker," Chapters 7 and 8 "Germany's Scarlet Scourge" and Chapter 9 "Crime and Criminals." With much heat, and some reason, the author repudiates the notion that there exists any race relationship between the British and German peoples. He draws attention to the undeniable difference in the skull formation of the two nations. The comparison, so far as the German is concerned, is odious. The German head is that of a Negro and from this, it is argued that, many centuries must elapse before the moral level of the Teuton can be lifted to the plain on which the British people stand to-day.

"In a nation cerebrally so backward as the German you must expect to find childishness. In social intercourse you will especially notice it, even in the cleverest and most intellectual specimens of the German male and female. In a moment of a sense of humour the German will receive an excellent joke with a face more dead than any Scot's; he does not know where to laugh, nor when to laugh; when he should be silent he must of necessity speak."

What of the German women? We are told they have the smallest brain of any nation in Europe and it is inferior in quality. "Working women in general earn scant wages in Germany. In the late 90's a libel suit brought to light the fact that girls and women in the employ of an embroidery manufacturer received only 2½d. per day.

There are many employers in Germany who excuse the smallness of the salary by pointing out the means of supplementing it, and employers of all kinds of female labour "regard as their particular privilege" to do that which would remove an Englishman beyond the pale of respectable society. "The *Jus Primæ Noctis* of feudal lords in the Middle Ages is alive in Germany to-day, in another shape." The chapter under this heading is full, painfully full, of shocking details, which, like the other charges, are substantiated by German authorities.

In the "Scarlet Scourge" there is also plenty of plain speaking. Parents not only connive but plan from infancy the moral degradation of their daughters. Quoting from the Rev. E. F. Williams on this phase of German immorality:—

"In what other country have Germany can such a state of unutterable viciousness be found? No, the rearing of young girls for the specific purpose in Germany cannot find a parallel in the worst days of Rome, Rome in the days of the Lupus, the Bustrarius, the Bludius, and the Diabolarius."

ENGLISH SNOBBERY.

RECEIVES A CHECK.

CLASS DISTINCTION IN SCHOOL LIFE.

Mr. Alex. Devine, Headmaster of Claydon School, Winchester, speaking on "The Schools and Social Interests" at a public meeting at Huddersfield recently said that in the past he, like many others, had viewed with deep concern the widening of the gulf between class and class, which was becoming peculiar to England above all the nations of the world, and in nothing was this shown more strongly than in education.

For the lower classes the elementary and higher grade schools existed, and up to a certain point were doing excellent work, but the strongest class conflict waged round the extinction of the old grammar schools and the establishment of the County Council schools, admitting, as they did, a certain proportion of elementary school pupils.

The upper, or so-called governing classes, held strongly to their own institutions of preparatory school and public school, and aristocracy was shielding itself under an attitude of superiority of blood, breeding, and tradition.

Now men and women of all classes, he said, are working together, with one sympathy and aim—the dead lying side by side, "cook's son and duke's son" treading the Valley of the Shadow together. Never again will men and women be quite as they have been in the past. We shall be a lost nation indeed if after this we are not a very different nation.

In England there is no form of Kultur that can compare with the German. Knickerbocker where fallen women are employed to "specially push the sale of drink with her customers and entice them after her own fashion, whether they be intoxicated or not. In all these evil resorts of men, young, middle aged and old, there are carefully bescreened corners.

Sexual perversion, we are told, "has assumed proportions of grave magnitude," and the antics that have taken place at "The Woman-Hater's Ball" and the "Grand Vienna Mask Ball" which form the subject for humorous reports in the German Press, are too revolting to dwell upon.

Of the "White Slave Traffic" it is sufficient to say that the German has almost the monopoly of the world in providing the victims. The being the case it is not surprising to read that 90 per cent. of the male Berliners are suffering or have suffered from a loathsome form of ill-health.

"In Crime and the Criminal" we are informed that the criminality of married women is much higher than that of the unmarried, and the numerous records of murder and mutilation by men are horrible to the extreme. Only one such criminal has been known in England, that of Jack the Ripper, and there is probability in the theory that he was a German.

Of "Germany's Modern Literature" the author says:—

"It seems as if all Germany had nothing else in mind but love-making and love-giving and love-abusing, a state men, which many Britons can endorse from personal observation. No longer in German bookshelves windows do we see copies of Goethe, Schiller, Victor Hugo, translations of Shakespeare, Montaigne, Tourgeny and Emerson. The great same day light authors have had to yield their place of place to the little scavenger-critics of the night."

"In what country in Europe?" the author asks, "other than in Germany, would it be possible for two women (one his wife, the other his mistress) to thrash out and publish in book form their most intimate heart affairs, the dead man's letters to them both, and tell his satiric escapades while his body was hardly cold in death?"

As to the Religious Conditions of Germany:—

"Countess Schimmernmann (once Lady of Honour to the German Court), who laboured among the unemployed and starving poor in Berlin for a time, and created workshops for their benefit, declares that the working man too, a pride in day-labouring the existence of God and the position of a soul. 'First he must see the fellow and then I will be over in him, is the commonplace blasphemy, she affirms.'

Such is the character of the nation against whom we are fighting for dear life, a nation that has grown in military power in proportion as it has declined in spiritual and moral health. Can we wonder at their barbaric treatment of helpless victims in a foreign land and when they show hardly less criminality to their own women folk who possess almost the same status as that of their cattle. The thoughts of such a nation ruling supreme in the world appears like a horrible nightmare. Happily the night has passed when the nations lay almost helpless witnesses to the horrors of the Hun with no more power than a convulsively twisted limb in agony. The world is awake, the healthy blood of Europe is flowing through the main body of Britain's overseas dominions. In Asia Japan has stood as the champion of the yet misjudged Yellow race, and India, the country on which our eyes focus but such fond hopes have been added another page to its glorious history of valour and loyalty. Though the day when peace will dawn is not yet so far as the eye of mortals can see, the result is certain. There need therefore be no fear that the subterranean poisons of the "Peccat at Any Price" conspirators will shake the determination of the powers of righteousness who are exponents of their might to prevail. This book however may serve many useful purposes, chiefly by acquainting the civilized nations with the character of the nations with whom they must perform one day, live on terms of peace."

THE PRUSSIAN ATTITUDE

AFTER THE WAR.

ENGLAND TO BE AVOIDED BY TRAVELLERS.

Privy Councillor Muthesius, a well-known Prussian official, has written a book entitled "The German after the War," in which he expresses his views "and the views of a large majority of his compatriots," on the attitude which Germans must assume towards other nations when peace has been concluded. Herr Muthesius, of course, only permits himself to think of a peace which has been imposed by a victorious Germany on utterly vanquished foes.

The Privy Council for admits that hitherto Germans have shown a weak and almost criminal preference for foreign countries and their products. Their love of the stranger within their gates, their addiction to French and English fashions, their enthusiastic study of foreign languages, their tours in foreign countries, their affected regard for foreign art, for example, that hotels, theatres and shops should be plastered all over with French and English signs. It was disgraceful that children should be brought up by foreign nurses, mostly British, and taught the accents of the enemy. According to Herr Muthesius the peace will put an end to all this inglorious abnegation of national dignity and self-respect.

THE SELFISHNESS OF KULTUR. One of the author's most important chapters deals with "Germany's Scientific Industry." The portions of the world still left to conquer when peace is signed will be conquered by "Scientific Industry." The link on the peace protocols will still be wet when foreign nations will "passionately" rush to Germany for supplies of those products of which she has a monopoly.

Chemicals of all kinds, drugs, optical and scientific instruments, must be drawn from Germany. No other nation can possibly produce these things. Every one of the German dye factories, says the writer, is a little university in itself, in which hundreds of "unselfish scholars" are at work. The British are far too pronounced lovers of their ease to immerse themselves in scientific industries.

There is not a country in the world that does not depend on Germany for engineering and machinery, for chemical and mechanical technique for fermented products, for medicines. It may be expected that, after the war, foreign countries will seek to entice German chemists and engineers to their shores in order to freshen up their decaying industries; but such efforts will be narrowly watched and frustrated.

FOREIGN STUDENTS DISCOURAGED.

What attitude must Germany assume after the war towards those foreign students who would seek her schools and universities for the purpose of gaining a knowledge of German sciences? In many cases, says the author, young men visiting Germany for instruction become so imbued with Germanism that they remain all their life centres from which German ways and methods radiate. This is a distinct gain. But in the majority of cases, for example, the case of Russians and Japanese, students go back to their own country, and by their increased knowledge intensify competition against Germany, and jeopardise German prospects in their countries.

After the war this matter must be gone into carefully. There need be no objection to foreign students studying certain branches of learning—philology, philosophy and the abstruse sciences. But schools must be closed against them where applied science is taught, where industries are perfected, or where the knowledge is gained which will enable them on their return home to fill the position of factory inspector, works director, factory architect, and kindred callings. To give unlimited scope to the enterprising youth of foreign nations to acquire technical knowledge would be for Germany to commit suicide, and help other nations to emancipate themselves.

"GENTLEMAN," A TERM OF ORDOUR.

One of the most baffling problems which Privy Councillor Muthesius has set himself to solve is: In what way is the German to gratify his desire for travel? The romantic longing in his soul has invariably expressed itself in foreign travel. Distant lands have always been the object of his longing, especially the Latin South. This says the author, must cease; and really, when Germans come to think of it, what, after all, is the advantage of Italian art and literature? Have they been an unmitigated blessing to the North. After the war Germany will be driven in on herself for her inspirations, and Rome and Naples, Paris and the Riviera, Madrid and Granada, will mark a period of decay from the effects of which Germany has happily escaped.

England especially must be avoided as a source of travel. The conduct of the British in this war, says the "Geheimrat," has been execrable. They have poured contempt on a nation whose only fault is that it sought a decent existence and peaceful development. They have branded Germany all over the world as robbers and murderers of women and children. They are not an honourable nation. The word "gentleman" must no longer be used by Germans, save as a term of contempt. Herr Muthesius weeps over England's fall. Here was a nation concerned with Germany by blood, which has lost all sense of the privilege German nation of honour. If England is to be Germany's hereditary enemy for the next hundred years, England has brought this fate on herself.

The author says that the circle of friends after the war will be very limited, and therefore travel will be limited. Countries hostile to Germany must be left severely alone. But there is much of the world that is outside Italy, Paris and London. Freshening and inspiration will be gained off the beaten track. Why all this fuss about Germany's enemies? The Orient, says the "Geheimrat," and keep yourself in the mysterious mists of Kultur which the Persians have left behind them. "And then there is Greece. And the Slavonian coast and Austria-Hungary, the Near and Middle East, China, all Asia."

KNOB-KERRI.

THE BEST WEAPON AT CLOSE QUARTERS.

[BY F. A. MCKENZIE.]

My friend paused in the midst of his toilet. He was dressing for an attempted raid that night. He adjusted his bulky person to the somewhat cramped corner of the dug-out and picked up a strong ash stick a little over two feet long with a bulge at one end, made, apparently, by slipping a serrated steel wheel over it.

"This is the best of all weapons when you come to close quarters," he said with a note of admiration for it in his voice. "It beats the automatic and it beats the trench dagger. It makes no sound and it gives no warning. By the time you have gone through the Boche with it you still have all your hands to spare to throw on their reserves when they attempt to rush you. Give me the knob-kerrri all the time!"

Knob-kerrri! A South African name for a native club! Old soldiers will recall it from the days of Boer fighting. In this war of 42cm. guns and trinitrotoluol, of 90-h.p. aeroplanes and wireless telegraphy, we have adopted the weapon of the primitive man, the club. It has many merits. It is silent. You can wipe out a trenchful of men with it on a stormy night and their friends, fifty yards away, know that anything has happened. You can calculate your blow so as to stand in place of killing, thus enabling you to bring back a group of prisoners whose information may be of the greatest service. In war prisoners are of real value. They may say something. They will probably attempt, with worthy patriotism, to deceive you and trap you completely. But their very lies and their very silences have a real value for the experienced intelligence officers who overlook them. The knob-kerrri is making history. The past winter has witnessed a series of raids all along our lines in which it has been the principal weapon. Raids that have kept the Germans on constant tenterhooks and have yielded us many small triumphs. I call them small because even the most enthusiastic advocate of night raids does not profess that they can vitally affect the operations of the war. But anything which keeps the Boche uneasy and keeps our own men alert is good.

Trench warfare is essentially a case of brains against brains. Mere brute courage counts for little. The man who has courage and nothing else gets killed rather earlier than is necessary—that is all there is for him.

Think of the problem. Here we have the lines of British and German trenches separated by "no-man's-land," which varies in width from 40 yards to 200 yards. This "no-man's-land" is largely occupied by dense masses of wire entanglements. In some cases the Germans have double lines of tangled wire, with strands running through them as thick as bars of iron, and a mass 42ft. deep. During daylight snipers, whose rifles are fitted with telescopic sights, pick out marksmen who know every inch of ground in front of them.

At night men on either side creep forth through special openings in the trenches. Sentries take their places lest the enemy should try to attack under cover of the darkness. Flares are thrown constantly into the sky, lighting up all around. At the first sound of the hiss of the flare every man in the "no-man's-land" drops down and lies quiet. If he is too late to do that, he stands absolutely still so that he may not be distinguished by the enemy's rifle or machine gun snipers. The first of them.

Every battalion has its stories of this night fighting, of English and German coming suddenly face to face, each surprised by the other, each suddenly engaged in deadly grip. There can be no niceties of war here. If you catch sight of your enemy you have to kill him as quickly as you can, with the certainty that if you do not he will kill you.

How would it be possible to cross "no-man's-land," break through the enemy's wire entanglements, and penetrate the Hun trenches without the Germans suspecting our approach? There is, of course, the familiar way adopted for big assaults: to break the wire entanglements down by a sustained, tremendous shelling. A second way: to run a mine under them, exploded it, and rush through the passage thus cleared. Some simpler plan was wanted, and a simpler plan was found.

It would not be wise to give the details of the new plan. I must leave you to imagine the men moving out from our front on a stormy night, specially clothed, specially armed, gliding through "no-man's-land," sounding with the still of Red Indians, and after possibly hours of work have done it time after time. They have done it to time too! On the night of one of the great attacks two parties were launched out to attack separate points of the lines. They were faced by a very different German front. Nowhere were the German entanglements more formidable than here. The two parties made their attack within fifty seconds of one another.

The sentries along the German ramparts are not unusually a great difficulty. Fritz is often enough a sleepy man on sentry duty. Tommy thinks Fritz, rather stupid. Picture to yourself how, when the war has been made and our supplies have come in a group of our soldiers, fling themselves upon the German trenches, silently dealing heavy blows, bending down one after the other with their clubs, sweeping through the enemy before they have had time to recover from their surprise. Every second is precious now. The trench must be cleared, all possible prisoners captured, machine guns destroyed, bombs taken off, and trench mortars rendered useless before the word that anything has gone wrong has passed along the German lines.

One of the heroes of this kind of fighting was a captain of the 27th Canadian Battalion. He fought not with knob-kerrri but with an automatic pistol. Holding his weapon to his hip he fired three clips from it, twenty-four shots. Then, heavily pressed, he flung the empty weapon into the face of a German rushing at him, grasped a bayonet from the German's hands, and fought with it. When the moment came to fall back he stood out of the trench with his men, bleeding from many points, but smiling. When they reached their own trenches they discovered that he had ten wounds on him. Now he is in hospital.

"THE PACT OF KONOPISHT."

A NEW THEORY OF THE ORIGIN OF THE WAR.

In the *Nineteenth Century* Mr. Henry Wickham Stead has an article entitled "The Pact of Konopisht," which contains a remarkable explanation of the origin of the war. The article is based on an account from an unnamed correspondent, whose position and antecedents entitle his statements to careful examination. It is an agreement alleged to have been made between the Emperor and the Archduke at Konopisht, in Bohemia, on June 19th, 1914, less than three weeks before the Sarajevo assassinations.

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Mr. Stead does not profess to be able to confirm his correspondent's narrative, but says that the available circumstantial evidence tends to indicate that some far-reaching agreement was made at Konopisht. In any case the statement is worth registering as a remarkable hypothesis which serves to explain much that has hitherto seemed inexplicable.

The anonymous correspondent begins by detailing the circumstances of the Archduke's morganatic marriage, the humiliations to which he and his wife were subjected by the members of the Imperial Family, and the consequent open breach which arose between the Archduke and the Court. He says the idea became intolerable to the Archduke that his children, whom he worshipped, should after his death be the subjects of his younger brother's son, and this feeling was not assuaged by the influence of his wife. The correspondent continues:

"The German Emperor had for some years played upon this psychological situation. Feeling that the Duchesse of Hohenberg would be his future ally he covered her with attentions and courteous marks of esteem. He was the first of the great Sovereigns of Europe to receive her as an Archduchess, and though her visit with the Archduke to Potsdam in November, 1900, did not pass off without some minor hitches, it prepared the ground for the scheme which was to be ratified at Konopisht."

THE KAISER'S DREAM.

"The German Emperor has always dreamed of extending the German Empire to the Adriatic and of bringing the German provinces of Austria into the German Imperial Confederation. What a triumph for the secular efforts of the House of Hapsburg if Austria could be made another Bavaria, and the proud House of Hapsburg be reduced to the position of the Wittelsbachs and the Wotkins! Words almost whispered into the ear of the Duchess of Hohenberg at Potsdam prepared the mind of the Archduke. He frowned, on the one hand, his resentment towards the Austrian Imperial Family and towards his eventual successor, Archduke Charles Francis Joseph, and, on the other, his flattered his paternal ambition. At Konopisht the Kaiser opened to the Archduke Francis Ferdinand a magnificent horizon, and spread out before him a grandiose plan which promised presently to place his sons Maximilian and Ernest at the head of two vast realms in Eastern and Central Europe."

"The conception was grandiose, but appeared nevertheless not impracticable. Russia was to be provoked to a war for which Germany and Austria were ready. France was to be reduced to impotence by a few vigorous strokes. The abstention of England was considered certain. The main object of the visit paid by Francis Ferdinand and the Duchess of Hohenberg to Windsor in November, 1913, had been to establish friendly personal relations with the King of St. James's. Thanks to the neutrality-benevolent, or otherwise of England, victory was regarded as assured. Its result was to be the transformation of the map of Europe. The ancient kingdom of Poland, with Lithuania and the Ukraine, was to be reconstituted—the Poland of the Jagellons, stretching from the Baltic to the Black Sea. This was to be the inheritance of Francis Ferdinand and, after his death, of his eldest son; while for his younger son was reserved, under his father's direction, a realm including Bohemia, Hungary, most of the Southern Slav lands of Austria, together with Serbia, the Slav coast of the Eastern Adriatic, and Salonika. Francis Ferdinand saw great thrones prepared for his two sons, and Sophie Chotek saw herself the mother of kings."

"The Emperor William for his part was to give back to the future Poland a part of the Duchy of Posen—and to indemnify himself by bringing German Austria, with Trieste, under the Archduke Charles Francis Joseph, into the German Empire. The coveted outlet on the Adriatic would thus have been acquired by Germany."

"Between the enlarged German Empire, the reconstituted kingdom or Empire of Poland and the new Bohemian-Hungarian Southern Slav realm a close and perpetual military and economic alliance was contemplated. This alliance would become the arbiter of Europe, and would command the Balkans and the route to the East. Who would then have dared to resist had it pleased Berlin to bring Holland and Belgium into the great Confederated German Empire?"

"This was, in substance, the pact of Konopisht. Its existence and its terms were known to very few—but there is reason to believe the Austrian Imperial Family to have obtained knowledge of it, at any rate after the assassination of the Archduke. Within three weeks the tragedy of Sarajevo altered its personal features; but if the sons of Sophie Chotek no longer play a part in it, and if the dream of a revived Jagellonian Poland has been abandoned, the Emperor William regards more than ever the question of Austria and of the Hapsburgs from its point of view. He already discounts the future and commands, at Vienna. He daily tightens the coils he has woven round Austria, who is struggling not only against her enemies but against her more formidable ally. What wonder if Vienna is a prey to mortal anxiety, and if disquieted spirits are asking already whether an Austro-German defeat be not the sole chance of saving something for the Hapsburgs and their imperilled realms?"

THE MAN IN THE TRENCH.

A PLEA FOR HIS RECOGNITION.

(BY ONE WHO LIVES WITH HIM.)

It is time that a strong plea was made on behalf of the man in the trench.

We all know that we owe to him the salvation of our country. We all know that no one else has endured as he has endured. He has sacrificed the most and done the most; and he has earned the least. He has been the victim of a score of the injustices that belong to a time of stress and the hugger-mugger of a voluntary system. Men at home have often earned quicker promotion. The higher pay has usually gone with the lighter risk. Honours and mentions have rained with indiscriminate justice on men at the base or in the trench. Even such warrior titles as the Military Cross imply no fighting service, no bodily risk, no daily discomfort.

The recipient of almost any military honour we have, except the V.C., which is the rarest, may have slept every night between linen sheets. When the war is over all the men who have worked in France will receive the same medal. There will be no distinction between the man who has done a few hours' work a day at base employment and the man who has crunched for a fortnight at a trench in a medium of supple mud under all the "twenty-nine distinct dominations" that the enemy has designed and "donated." The injustice is flagrant and obvious; and, unlike many injustices, it is universally recognised and deplored throughout all parts of the community. It is not the least deplored by the very men who have received honours for the performance of what are generally known as "cushy" jobs. Of course every man who does conscientiously well the work to which he is set deserves recognition. I should hate to deny any good service in the course of emphasising supreme services. My point is, first, that different forms of service demand different forms of recognition; and, second, that certain forms of service demand immediate, not postponed, recognition.

The subject is discussed at intervals in almost every mess in France. Especially in the subject dear to generals of the divisions or brigades which passed through the terrible times of stress which reached their climax last May. There are many suggestions as to the best form of decoration and the selection of the men who earn it. The favourite is that all men who have endured active combatant work in and about the trenches should be at once given a special medal. Their services are supreme and life is short.

The bestowal of honours, in which may be included mention in despatches, is a companion question. It is ludicrous, it is improper, that a man who has done even the best work with a blue pencil at a very safe and comfortable base should receive exactly the same honour or mention for work "at the front" and as a member of the army "in the field." The forward and backward lines of the front and the field are in different kingdoms. Let both men be honoured, but not honoured as if they were engaged in identical occupations, especially as good work at a base is very much less likely to be hidden under a bushel than good work in a trench.

There are, of course, scores of subsidiary questions. For example, we should all like to do special honours and give special medals to the small remnants of that splendid army which endured the avalanche at Mons, which held like a rock at the Aisne, and played the wide game at Ypres. Again, the extension of decorations, devised for distinction in combatant work, to include the worthy fulfilment of almost civil duties was a mistake. But these parts of the question may be left aside for the moment. It should be enough for the day if a special medal were struck for bestowal on all those who have gone through six months of trench warfare in France or Flanders. Nothing would give a deeper satisfaction to our troops or do more to dissipate the feeling of injustice against the present system of honours. In this way the best the nation would express its gratitude to its most self-sacrificing citizens.—*Daily Mail*.

WORLD'S GREAT DEMAND FOR BRITISH COAL.

REMARKABLE FIGURES.

The effect of the war upon the mineral produce of the United Kingdom during the latter part of 1914 is revealed in a report by the Chief Inspector of Mines.

As compared with 1913, the value of the minerals raised—£145,863,000—decreased by £14,289,000. The total output of coal was 235,934,000 tons, and the value £132,593,000, showing a decrease in the output of 21,768,000 tons and in the value of £12,039,000 on the figures for 1913. The average price of coal was 9s. 11.16d. per ton in 1914, as compared with 10s. 1.52d. in 1913. The quantity of coal which left the country for abroad and shipping in foreign trade was 30,994,000 tons, as compared with 25,338,000 tons in 1913. The amounts received by various countries were:

France over 12½ million tons.
Italy over 6½.
Germany over 5½.
Sweden over 4.
Russia over 3.
Denmark over 3.
Spain nearly 3.
Argentina over 2.45.
Egypt over 2½.
Norway nearly 2½.
Netherlands nearly 1½.

The amount of coal remaining for home consumption was 184,670,503 tons, or 3,077 tons per head of the population.

During the past 42 years (1873-1914) the total value of the mineral raised amounts to £2,634,980,000, and of this sum coal accounts for £2,033,191,000 or 84.1 per cent. In that period 8,206,243,000 tons of coal have been raised; and of this amount 2,012,796,000 tons, or more than 24½ per cent of the total production, have been shipped abroad.

et, and if disquieted spirits are asking already whether an Austro-German defeat be not the sole chance of saving something for the Hapsburgs and their imperilled realms?"

A CONTRAST.

RETURNING TO ENGLAND FROM GERMANY.

I am back in England after thirteen months in a German concentration camp, says a correspondent. "Late from Rublebo," in the *Manchester Guardian*. In the restaurant the waiter placed before me a loaf of bread, in addition to the meal that I have ordered. I can eat as much bread as I like!

This little luxury strikes the chief note of contrast in the material prosperity of the two countries. In Germany if a man wants to eat bread with his dinner he must bring it with him from home—and even there the quantity he can procure is very small. The amount provided at the restaurant is by law infinitesimal. Echoes from the life in Berlin reached us in Rublebo. Little incidents happen in the camp between the interned and their guardians, and are more significant than any number of newspaper statistics manufactured to excuse the undoubted scarcity. The commission of the Bundestag sits and fixes maximum prices for butter. A fortnight later there is no butter to buy, and even in the west end of Berlin the German housewife must line up for hours outside the dairy shops, and be content to go away with but a very limited supply.

To one returning to England there seems to be an added gravity to the contentment everywhere visible and the streets are full of khaki uniforms, but the manifold activities of life go on with the same zest as ever. The journey from Spandau to the Dutch frontier, compared with the journey from London to Manchester, is a journey through a country that seems to have been drained of its lifeblood. An eight-hour ride and not a single train moving in the other direction! Only at big towns, such as Hanover, Osnabrück, and Münster, is there a train waiting in a forlorn-looking station. On the platform there is a handful of people, but by far the great majority of the passengers are soldiers. And this, it must be remembered, is on the main line between Holland and the heart of the German Empire.

Nor is the contrast confined to material things. The spirit that one encounters in England is fundamentally different from that which animates Germany. The eagerness with which Germans have read the peace articles that have appeared in their Press in the last two months is indicative of the change in their attitude towards the war. The derisive spirit which actuated them months ago, and which prompted them to regard the present struggle as a holy war to be waged for the extermination of infidels is fast disappearing, and in its place has come a more critical attitude. "Wofür kämpfen wir?" ("What are we fighting for?") seems to be the unuttered question in the mind of everyone except the official classes; and the Chancellor has the greatest difficulty in preventing a discussion of the *Kriegsziele*. In letters and conversations the tone of the ordinary German in discussing the war is one of overwhelming weariness. The phrase one hears constantly is "If only the end would come." In comparison with England, Germany is a tired country, but it must be remembered that the people who are most weary are those who have least influence and least power.

It is not that they have lost heart or that they have prepared their minds for defeat. The German sees all his campaigns successful; he has seen the enemies of the Fatherland pushed away from his borders and he feels sure that what his armies have done once they can do again. If the Allies do not see that they are defeated now, he must go on fighting a little longer until they do. This is the view of the man in the street. He looks first at the calendar, and then at the map, and is a little pained and annoyed that his enemies still persist in the struggle. He lives and continues to fight in the hope that they will very soon accept the inevitable and sue for peace. He hopes to tire them out of their obstinacy.

GERMAN PLOTS.

AGAINST ALLIED MERCHANTMEN.

It is a great mistake to suppose (writes the Lima (Peru) correspondent of the *Central News*) that German activities in the Southern Hemisphere were brought to a close by the destruction of Admiral von Spee's squadron off the Falkland Islands. The very fact of their being rendered more or less impotent at sea has enabled the Germans to increase their activities on land, for in every South American port there are several German and Austrian vessels tied up on account of the war, and the truth of the proverb that "Satan finds some mischief still for idle hands to do" was never more truly exemplified than in the case of the crews of these vessels.

Altogether there are 83 steamships and sailing vessels of the German and Austrian merchant marine bottled up at ports on the west coast of South America, between Callao and Punta Arenas, and scores of German seamen rendered idle on this account have shipped on board neutral vessels loaded with the products of British and French companies, and even on board vessels carrying war supplies to Europe. The grounding of the steamship *Pechito*, of the Peruvian line, in the harbour at Lomas; the fire on board the French *Europe*; and plots to destroy several other vessels are believed by prominent shipping men in South America to be the work of these German seamen, acting under the orders of agents of the Berlin Government.

CASE OF THE "EUROPE."

The case of the *Europe* was one of the most sensational which have occurred in South American waters since the days of the Buccaneers and the treasure-laden Spanish galleons. The vessel, which was laden with 3,600 tons of nitrate, was discovered to be on fire when she was more than 700 miles off the Chilean coast, and after having been abandoned and re-manned by her captain and crew four times, finally managed to reach Callao a charred wreck, but with a portion of her valuable cargo saved from the flames and the sea.

Implicated in the attempt to sink the *Europe* with her cargo were the hands of the Berlin Foreign Office, a German company, and a West Indian negro sailor.

Germans in Peru have been, and still are, active in preaching the holiness of the cause for which Germany and her satellites are fighting, and a series of lectures bearing a Berlin date has been published weekly in some of the leading newspapers on the west

"BE TRUE TO YOUR KING AND COUNTRY."

ADVICE TO IRISH PRISONERS OF WAR BY THEIR N.C.O.S.

Describing his experiences at the war, Lance-Corporal William Egan, of the Royal Irish Rifles, said: "I went out with the first Expeditionary Force, and after going through Mons and the other early battles, was captured at La Bassée in October, 1914. Seventy of us had been left to hold back the enemy while the others retired to another position. We held on for some hours. I was badly wounded in the arm, and when the Germans entered our communication trenches (the others had long since been smashed in by shell fire) the first thing I received was a kick in the back from a German, followed by a clout with the butt end of a rifle."

"This happened while a comrade was trying to bind up my arm, the artery of which had been severed. I was taken to a farmhouse and placed on wet straw, where I remained for two hours, feeling very weak from the loss of blood. Then a German officer asked me if I could walk. I said 'No.'"

"Well, you'll have to, you English swine," he replied. His English was fluent enough. WOUNDED IN CATTLE TRUCK.

"My khaki was taken away, and I was given two boots—both for the left foot—German puttees, a German helmet, and a French tunic. It took three days and nights to get to Cologne. All that time seven of us were propped up on garden seats in a cattle truck, one-half of which was devoted to German wounded lying on straw. There was no room for us to lie down, and sleep was practically impossible. We had nothing to eat for two days, but then our guard, who was not a bad sort of fellow, got us some bread and soup at a station."

His fellow-countrymen swore at him for doing it. He also gave us some cigarettes. At Cologne I was taken to the Nassaustrasse V.I. Hospital, where three operations were performed on my arm, and bones were removed, all without chloroform. The surgeon ordered that a post should be put by my bed and my arm tied to it so as to keep it high."

"The orderly who did this task was about the most vindictive wretch I have ever met. Repeatedly he gave the arm a wrench and with deliberation he tied it so tightly to the post that it swelled enormously in the night and gave me fearful pain."

RENEGADE IRISHMAN.

"I left the hospital on February 6th, 1915, and was taken to Limburg Camp, where the chief things I remember are the wretched living and the repeated attempts that were made to induce us to join an Irish brigade and fight for Germany."

"Apart from a piece of bread and a cup of coffee in the morning, and another cup of coffee at tea-time, our menu every week consisted of:

Monday.—Horro beans.
Tuesday.—Crushed carrots made into soup.
Wednesday.—Rice and prunes.
Thursday.—Barley soup.
Friday.—Fish (always too bad to eat).
Saturday.—Yellow meal looking like chicken food.
Sunday.—Chopped vegetables.

"Towards the end the rations became smaller. Our guards had the same fare, and they used to beg for portions of the parcels that we received from England to take home to their families."

"A renegade Irishman, a corporal of the Royal Irish Rifles, was pressed into service to induce us to join the German Irish Brigade on behalf of Sir Roger Casement. He failed. We were taken to the top of the hill on which the camp is situated and questioned one by one by him. He asked us all the same questions: 'Did we remember Bachelor's Walk?' (referring to the riots in Dublin just before the war) and many other things. We were given pamphlets to read on the subject, assured that we should not be asked to fight against England, and told that at the finish we should each be given by the German Government a free pass to America and £20."

THE DISAPPOINTED.

"Irishmen were brought from many camps to be questioned. As a form of pressure our food parcels were stopped for a fortnight. Several non-commissioned officers were influencing the privates. When they marched away to an unknown destination their last words were: 'Be true to your King and country.' About 2,000 of us altogether were again asked to join, and after much persuasion and many threats all agreed. The rest were resolute."

"On December 10th, 1915, I passed a board of seven doctors at Limburg as a suitable prisoner for exchange. At Aix-la-Chapelle we had to undergo another examination, and 27 men were sent back—18 because it was considered that operations would render them useful again and 9 because they were not deemed sufficiently bad to be sent away. I was one of the lucky ones, if there is any luck about coming home with an arm finished."

const of South America. Investigation, however, has indicated that these letters, instead of coming from Berlin, were written in a German bank, and have been published with a view to influence public opinion. This drew attention to the affairs of the bank, with the result that the solvency of the bank in the event of German national bankruptcy was brought up in the Peruvian Congress, and an investigation was started.

But despite the efforts of German propagandists, the people of Lima and other principal cities of Peru are much more in sympathy with the Allies than with the Central Powers. When the management of one of the moving picture theatres in Lima recently refused to show a portion of a French war picture which depicted German troops in retreat, a mob wrecked the theatre to show their sympathy with the Allies."

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TITAROBEM	JAVA & SAIGON	6th May.	11th May.	SHANGHAI
TUPANAS	JAVA & SAIGON	9th May.	17th May.	BATAVIA
TULIWONG	JAVA & MAKASSAR	10th May.	17th May.	Kobe
TULATJAP	Kobe & AMOY	12th May.	16th May.	BATAVIA

* Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok. Buildings, 1st Floor, Hongkong, 3rd May, 1916.

Telephone No. 1574.

18

JAVA-PACIFIC LIJN.

MONTHLY SERVICE BETWEEN

NETH. INDIA, MANILA, HONGKONG & SAN FRANCISCO.

Next sailings for SAN FRANCISCO via NAGASAKI.

Subject to Change Without Notice.

S.S. "ABAKAN"	12th May.
S.S. "TJISONDARI"	11th June.
S.S. "KARIMOEN"	12th July.
S.S. "TJIKEMBANG"	11th August.

The Steamers have accommodation for a limited number of Saloon Passengers and carry a duly qualified surgeon. Cargo taken at through Bills of Lading to all Overland Points in the United States of America and Canada.
For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN,

Yok. Buildings, Hongkong, 14th April, 1916.

MANAGING AGENTS.

19

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. "CHINA"

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI AND HONOLULU.

JUNE 23-AUG. 29-NOV. 4.

AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent, Prince's Buildings, Lee House Street.

Hongkong, 28th April, 1916.

20

THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS

BRASS AND IRON FOUNDERS, CONSTRUCTIONAL

ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE

AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines

Boilers, Railway Rolling Stock, Bridges, and all Classes

of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 85' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 2,000 tons displacement, providing

conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES

throughout the Shops ranging to 100 Tons

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

Agents for—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 160 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES

HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Managers, and be seen between the hours of 11 A.M. and 12 Noon

at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

Telephone No. 217

Telegraphic Address—"TAIKOO DOCK."

21

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC.

OFFICIAL AGENTS TO THE PHILIPPINE GOVERNMENT.

PEKING—HONGKONG—MANILA—SHANGHAI—YOKOHAMA.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and

TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED

FOREIGN MONIES Exchanged.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE," containing Sailings and

Fares from the Far East to all parts of the World, will be forwarded free on application.

CHIEF OFFICE—LUDGATE CIRCUIS, LONDON, E.C.

Hongkong, 19th April, 1916.

22

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG PROPOSED SAILING Connecting with FROM COLOMBO

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN sailing at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

to

UNITED KINGDOM AND CONTINENT.

For LONDON ... "CITY OF LINCOLN" ... On 6th June.
LONDON & SWANSEA ... "CITY OF BOMBAY" ... On 22nd June.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.

For rates of freight and further information apply to

THE RANK LINE, LTD.,

as to RANK & Co., CANTON.

SINGAPORE AGENTS

Hongkong, 11th April, 1916.

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CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HONGKONG, PAKHOI and HAIPHONG	"KAIFONG"	On 2nd May, 10 A.M.
SWATOW and BANGKOK	"CHAOCHOWFU"	On 3rd May, Noon
CANTON	"LUCHOW"	On 4th May, 11 A.M.
SHANGHAI	"SINKIANG"	On 4th May, 4 P.M.
MANILA, CEBU and LLOLO	"CHINHUA"	On 5th May, 4 P.M.

DIRECT SAILINGS TOWEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN."
Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, etc. on "TAMING" and "TEAN."
SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.
S.S. "ANILU," "CHENAN," "LUCHOW," "YINGCHOW," "SHANTUNG," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS

Hongkong, 3rd May, 1916.

TELEPHONE 36

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCOW
AND RETURN.

STEAMSHIP	CAPTAIN	LEAVING
"HAIPHONG"	Capt. J. W. Evans	FRIDAY, 5th May, at 3 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 2nd May, 1916.

BRITISH INDIA S. N. CO., LTD.**APCAR LINE.**

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS

Hongkong, 1st April, 1916.

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P. & O. S. N. CO.**ROYAL MAIL SERVICE**

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

TO

MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hong Kong	Connecting Mail	Due at Marseilles	Due at London
to	to	Str. from Colombo	1916	1916
COLOMBO	Friday			
NAMUR	May 5	Through Steamer	June 5	June 18
NANKIN	May 19	KARMALA	June 19	June 26
NOVARA	June 2	MOREA	July 2	July 10
NAGAYA	June 16	KHYBER	July 16	July 24
MALTA	June 30	MEDINA	July 31	Aug. 7
SOMALI	July 14	Through Steamer	Aug. 14	Aug. 21
NANKIN	July 28	MALWA	Aug. 28	Sept. 4

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.

LEAVE HONGKONG ABOUT

NOVARA	SATURDAY, 6th May
MALTA	SATURDAY, 20th May
NAGAYA	SATURDAY, 3rd June

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.

IN ADDITION TO THE ABOVE MAIL STEAMERS,
INTERMEDIATE (Non-Transshipment) STEAMERS
WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON.

Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave H.K.	Leave S'pore	Due at Marseilles	Due at London
	about	about	if calling about	about
NYANZA	July 5	July 11	Aug. 9	Aug. 18
NOVARA	Aug. 16	Aug. 21	Sept. 20	Sept. 29

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Passage Tickets interchangeable with the British India Co.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fares, Freight, Handbooks, etc. apply to
E. V. D. PARR,
Acting Superintendent.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS AND DISPLACEMENT	SAILING DATES
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	HIRANO MARU Capt. Freser	16,000	SUNDAY, 7th May, at Noon
	KAGAMARU Capt. Tada	12,300	THURSDAY, 18th May, at Noon
VICTORIA, B.C. and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHANGHAI and YOKOHAMA	KAMAKURA MARU Capt. T. Kusan	12,500	TUESDAY, 16th May, at 4 A.M.
	YOKOHAMA MARU Capt. Shinoh	12,300	WED'AY, 7th June, at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, BANGKOK, THURSDAY ISLAND, TOWNVILLE and BRISBANE	AKI MARU Capt. Yoshikawa	12,500	TUESDAY, 16th May, at 11 A.M.
	TANGO MARU Capt. Hayada	12,500	TUESDAY, 13th June, at 4 P.M.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	KIRIN MARU Capt. Sasaki	8,000	MONDAY, 8th May
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	CEYLON MARU Capt. Higo	10,000	SATURDAY, 13th May
SHANGHAI, MOJI and KOBE	YETOROFU MARU Capt. K. Ogura	8,500	SATURDAY, 13th May
NAGASAKI, KOBE and YOKOHAMA	TANGO MARU Capt. Takano	12,500	SATURDAY, 13th May, at 10 A.M.
SHANGHAI, and KOBE	KAMO MARU Capt. Shimizu	16,000	SATURDAY, 6th May, at 10 A.M.

Wireless Telegraph.

SOME PRINCIPAL FARES.

To London 1st Single Yen 650	To London 2nd Single	430
Return 975	Return	660
To London, via New York	1st Single	287.50
To Victoria, Vancouver, Seattle	1st Single	230
To Sydney, 1st Single	240	
1st Return	272	
To Yokohama, 1st Return	150	
2nd	430	
To Kobe, 1st Return	125	
2nd	425	

ROUND-THE-WORLD, Tour No. 1 £112.8. Tour No. 2 £112.17.

For Further Information as to Freight, Sailing, &c. apply to—

T. KUSUMOTO, MANAGER

TELEPHONE Nos 292 and 1941.

TOYO KISEN KAISHA**SAN FRANCISCO LINE.**

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer Tons and Speed Leave Hongkong

TENYO MARU	22,000—21 knots	SAT., 6th May
SEIYO MARU	14,000—14 knots	THURS., 11th May
NIPPON MARU	11,000—15 knots	TUESDAY, 18th May
SHIYO MARU	22,000—21 knots	WED., 31st May

Via MANILA, Omitting Shanghai.

Proceeding to Mexico South America Ports. Omitting Shanghai.

Steamer via Shanghai leaves at Noon.

Manila at 10.30 a.m.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.

" " " NEW YORK £60. " " " £96.10.

" " " SAN FRANCISCO £45. " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, BALBOA, CALLAO, ARIKA, IQUIQUE and VALPARAISO.

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer Tons and Speed Sails

SEIYO MARU 14,000—14 knots THURSDAY, 11th May.

For Full Particulars as to Passage and Freight, apply to—

K. DOL, ACTING AGENT,

TELEPHONE 591.

King's Building.

1213

MESSAGERIES MARITIMES**FRENCH MAIL LINES.**

FORTNIGHTLY SERVICE TO AND FROM JAPAN

VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

OUTWARD

STEAMER

To SAIL

FOR SHANGHAI, KOBE AND YOKOHAMA... ANDRE-LEBON... On or about 17th May

HOMEWARD

MARSEILLES VIA SAIGON... PORTHOS... On or about 22nd May

(Without Transshipment)

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Weekly branch line from Saigon to Haiphong.

Branch line connecting every four weeks at Colombo, for Ceylon.

State Rooms 1st, 2nd and 3rd Classes.

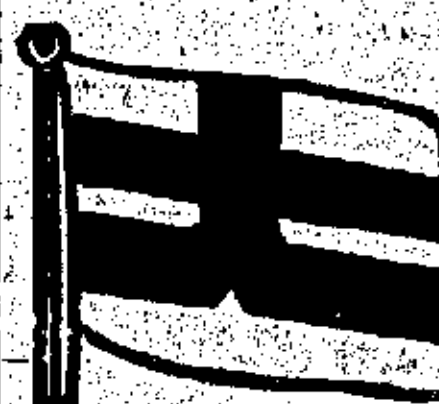
Return Tickets to Europe available two years.

Return Tickets to Intermediate ports available six months.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

TELEPHONE 740

**O. S. K.****OSAKA SHOSEN KAISHA.**

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA,

VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKA ICHI & YOKOHAMA

"CHICAGO MARU" ... MONDAY, 8th May, at 3 P.M.

† Omitting Shanghai and Nagasaki.

* Omitting Manila and Moji.

BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

"INDO MARU" ... WED'AY, 3rd May, at 7 A.M.

FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.

"AMAKUSO MARU" ... SUNDAY, 7th May, at Noon.

"BOSHU MARU" ... WED'AY, 10th May, at 9 A.M.

† Proceeding to Tamsui and Keelung.

‡ Proceeding to Anping and Takao.

These Formosan Liners will arrive at and depart from the BOON YIP WHARF, near the Harbour Office.
For FURTHER INFORMATION, apply to—

H. YAMAUCHI,
MANAGER,
No. 1, Queen's Building.

Tel. Nos. 744 and 745.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	8th May	On 2nd June, 11 A.M.
EMPIRE	10th June	On 1st July, 11 A.M.

All Steamers fitted with wireless telegraphy.
The above Steamers are fitted with refrigerating machinery, carrying a plentiful supply of ice, fresh provisions, etc., and are lighted throughout with electricity.
All State-rooms have Electric Fans. A fully qualified Doctor and Stewards are carried.
For further particulars, apply to

GIBB, LIVINGSTON & CO.,

AGENTS

